

**The Delaware and Hudson Canal Company**  
**Addendum VI (December 31, 2023) to**  
**S. Robert Powell's Twenty-four Volume Series on the**  
**Delaware and Hudson Railroad**



“Loaded Track, Delaware & Hudson Gravity Railroad / Honesdale Branch of the Delaware and Hudson Railroad, East of Bear Swamp Road, April 20, 2023,” photo by S. Robert Powell, during site visit with Scott Bennett as tour guide.

**By**

**S. Robert Powell**

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285 pages



## Delaware and Hudson Railroad, 2023 by S. Robert Powell

Collecting, preserving, and interpreting D&H artifacts is a never-ending process, as is the writing of the history of (1) the Delaware and Hudson Canal and Gravity Railroad in the nineteenth century, and (2) the Delaware and Hudson Railroad in the twentieth century, and beyond.

Remarkably, unpublished photographs, texts, research reports, first-person accounts, artifacts, and documents about the D&H continue to surface. At the same time, careful examination of existing D&H materials of all kinds brings to light data that were “unseen” by previous D&H historians. In addition, new first-person accounts by credible witnesses are recorded and new scholarly articles are written as present-day historians focus on the Delaware and Hudson Canal Company (and its Canal and Gravity Railroad) and the Delaware and Hudson Railroad.

All of those “new” data about the D&H that are learned / discovered annually must be captured / preserved / recorded for the record before they are lost forever. To that end, we have produced, therefore, *Addendum VI*, which, like *Addendum I*, *Addendum II*, *Addendum III*, *Addendum IV*, and *Addendum V*, is to be seen as a repository for data that will one day be incorporated into the author’s twenty-four volume history of the D&H that was written and published in the period 2014-2018.

We are pleased to express here our thanks to the many individuals who have made available for publication here of important new or previously unpublished material about the D&H. All of those “contributors” to this published record of the D&H are named in the 119 “entries” in this 285-page document.

This volume, *Addendum VI (December 31, 2023)* to S. Robert Powell’s twenty-four volume series on the Delaware and Hudson Railroad, like all of the volumes and all of the articles on the history of the D&H that we have written since 2014, can be read on-line at *InternetArchive.org*. The titles of all of those books and articles are listed in “Delaware and Hudson Railroad Bibliography / Books and Articles by S. Robert Powell,” as follows:

### A. Books:

Thirty volumes, illustrated, on the history of the Delaware and Hudson Gravity Railroad and the Delaware and Hudson Company by S. Robert Powell. There are 12,301 pages in the 30 volumes. Each volume is a separate book in an electronic format (one or more pdf files) on one archival DVD. To read, insert each disc into a computer and scroll through the text.

- I. *Gravity Railroad: 1829 Configuration*  
271 pages, illustrated, ISBN: 978-0-9903835-0-5
- II. *Gravity Railroad: 1845 Configuration*  
267 pages, illustrated, ISBN: 978-0-9903835-1-2

- III.        *Gravity Railroad: 1859 Configuration*  
493 pages, illustrated ISBN: 978-0-9903835-2-9
  
- IV.        *Gravity Railroad: 1868 Configuration*  
601 pages, illustrated, ISBN: 978-0-9903835-3-6
  
- V.         *Gravity Railroad: 1899 Configuration*  
291 pages, illustrated, ISBN: 978-0-9903835-4-3
  
- VI.        *Waterpower on the Gravity Railroad*  
144 pages, illustrated, ISBN: 978-0-9903835-5-0
  
- VII.       *Working Horses and Mules on the Gravity Railroad*  
226 pages, illustrated, ISBN: 978-0-9903835-6-7
  
- VIII.      *Passenger Service on the Gravity Railroad*  
360 pages, illustrated, ISBN: 978-0-9903835-7-4
  
- IX.        *Farview Park*  
290 pages, illustrated, ISBN: 978-0-9903835-8-1
  
- X.         *The Steam Line from Carbondale to Scranton (the Valley Road)*  
341 pages, illustrated, ISBN: 978-0-9903835-9-8
  
- XI.        *The Jefferson Branch of the Erie Railroad (Carbondale to Lanesboro)*  
354 pages, illustrated, ISBN: 978-0-9863967-0-0
  
- XII.       *Reaching Out: D&H Steam Lines beyond the Lackawanna Valley*  
687 pages, illustrated, ISBN: 978-0-9863967-1-7
  
- XIII.      *Troubled Times—the 1870s*  
291 pages, illustrated, ISBN: 978-0-9863967-2-4
  
- XIV.      *Carbondale Stations, Freight Houses, and the Carbondale Yard*  
241 pages, illustrated, ISBN: 978-0-9863967-3-1
  
- XV.        *Locomotives and Roundhouses*  
465 pages, illustrated, ISBN: 978-0-9863967-4-8
  
- XVI.       *Rolling Stock: Freight and Passenger*  
475 pages, illustrated, ISBN 978-0-9863967-5-5
  
- XVII.      *Anthracite Mining in the Lackawanna Valley in the Nineteenth Century*  
741 pages, illustrated, ISBN 978-0-9863967-6-2

- XVIII. *Breakers*  
710 pages, illustrated, ISBN 978-0-9863967-7-9
- XIX. *The Stourbridge Lion*  
432 pages, illustrated, ISBN 978-0-9863967-8-6
- XX. *The Honesdale Branch of the D&H*  
386 pages, illustrated, ISBN 978-0-9863967-9-3
- XXI. *The Anthracite Coal Strike of 1902*  
289 pages, illustrated, ISBN 978-1-5136-2662-8
- XXII *The People: the D&H, the Community*  
518 pages, illustrated, ISBN 978-1-5136-2665-9
- XXIII *The Quality of Life in the Lackawanna Valley in the Nineteenth Century*  
672 pages, illustrated, ISBN 978-1-5136-2664-2
- XXIV *The Birth and First Maturity of Industrial America*  
634 pages, illustrated, ISBN 978-1-5136-2666-6
- XXV *Delaware and Hudson Railroad, 2018*  
*Addendum I (December 31, 2018) to S. Robert Powell's Twenty-four Volume Series on the Delaware and Hudson Railroad.* 444 pages
- XXVI *Delaware and Hudson Railroad, 2019*  
*Addendum II (December 31, 2019) to S. Robert Powell's Twenty-four Volume Series on the Delaware and Hudson Railroad.* 412 pages
- XXVII *Delaware and Hudson Railroad, 2020*  
*Addendum III (December 31, 2020) to S. Robert Powell's Twenty-four Volume Series on the Delaware and Hudson Railroad.* 400 pages
- XXVIII *Delaware and Hudson Railroad, 2021*  
*Addendum IV (December 31, 2021) to S. Robert Powell's Twenty-four Volume Series on the Delaware and Hudson Railroad.* 334 pages
- XXIX *Delaware and Hudson Railroad, 2022*  
*Addendum V (December 31, 2022) to S. Robert Powell's Twenty-four Volume Series on the Delaware and Hudson Railroad.* 247 pages
- XXX *Delaware and Hudson Railroad, 2023*  
*Addendum VI (December 31, 2023) to S. Robert Powell's Twenty-four Volume Series on the Delaware and Hudson Railroad.* 285 pages

## B. Articles:

All of the articles about the D&H by S. Robert Powell that are listed below have been published in the *Bridge Line Historical Society Bulletin*, the premier periodical at present on the Delaware and Hudson Railroad and Canal.

1. "The Four D&H Car-Building Contests" (May 2018, p. 7)
2. "The Four Carbondale D&H Roundhouses" (June 2018, pp. 8-10)
3. "More on Owney, the Celebrated Traveling Dog" (July 2018, p. 6)
4. "D&H Challenger #1502 on the Carbondale Turntable" (September 2018, pp. 12-13, 15)
5. "How Did Owney Die?" (October 2018, p. 6)
6. "Photos of the 1925 D&H Car-Building Contest" (October 2018, pp. 12-13)
7. "The D&H Gravity Railroad: Five Configurations (Part 1)" (November 2018, pp. 11-12)
8. "The D&H Gravity Railroad: Five Configurations (Part 2)" (December 2018, pp. 12, 14)
9. "The D&H Gravity Railroad: Five Configurations (Part 3)" (January 2019, pp. 8-10)
10. "The D&H Gravity Railroad: Five Configurations (Part 4)" (February 2019, pp. 16-17, 20-21)
11. "The D&H Gravity Railroad: Five Configurations (Part 5)" (March 2019, pp. 12-14, 20)
12. "Industrial Archaeology 101: What Are We Looking At?" (April 2019, pp. 8-10). This is an article about the Honesdale and Clarksville Turnpike and the D&H Gravity Railroad.
13. "The Saratoga Express" (May 2019, pp. 7, 10)
14. "The Boston Express" (June 2019, p. 16)
15. "D&H Baseball: An Introduction" (July 2019, D&H baseball player on cover, article, pp. 16-17, 19)
16. "Roebling's System of Anchoring the Cables on the Four D&H Aqueducts" (September 2019, pp. 16-17, 21, 28)
17. "The Birth of the D&H as a Steam Railroad" (October 2019, pp. 16-17, 19)



18. "Compression and Tension in the Four Roebling D&H Aqueducts" (November 2019, pp. 16-18, 20-21)
19. "Use of Conglomerate Rock in the D&H Canal and Gravity Railroad (Part 1)" (December 2019, pp. 16-18)
20. "Use of Conglomerate Rock in the D&H Canal and Gravity Railroad (Part 2)" (January 2020, pp. 16-18)
21. "The D&H Flat-Land Gravity Railroad" (February 2020, pp. 12-13)
22. "The Legal Battle between the D&H and the Pennsylvania Coal Company," (March 2020, pp. 16-17)
23. "Regular Passenger Service on the D&H Began in 1860" (April 2020, pp. 16-18)
24. "It Wasn't Only Anthracite Coal that Was Transported on the D&H Canal" (May 2020, pp. 15-16, 30)
25. "The Seven Photographic Series of Ludolph Hensel" (June 2020, pp.16-17, 19)
26. "The Two Trestles on the Jefferson Branch of the Erie Railroad" (July 2020, pp. 12-15, 17, 21)
27. "D&H Gravity Railroad and Mines Shut Down by Horse Epidemic in 1872" (September 2020, pp. 16-18)
28. "The Ararat Cut on the Jefferson Branch of the Erie Railroad" (October 2020, pp. 16-18)
29. "A New Door Has Now Been Opened on the History of the D&H Canal" (November 2020, pp. 14-16)
30. "The D&H, Anthracite Coal, and the Dunmore Cemetery" (December 2020, pp. 12-14, 17, 21)
31. "The D&H Gravity Railroad: 1845 Configuration--Level No. 4, Plane No. 5" (January 2021, pp. 15-17, 22)
32. "The Telegraph and the D&H" (February 2021, pp. 15-17, 35)
33. "Huckleberries and the D&H Mining and Transportation Operations" (March 2021, pp. 6-7, 15)

34. "Passenger Service on the D&H Gravity Railroad, Carbondale to Honesdale (Part I)" April 2021, pp. 15-18)
35. "Passenger Service on the D&H Gravity Railroad, Carbondale to Honesdale (Part II)" (May 2021, pp. 15-17, 19, 29)
36. "Farview Park on the Moosic Mountain on the D&H Gravity Railroad" (June 2021, pp. 1, 15-18, 45)
37. "Lake Lodore Amusement Park on the Honesdale Branch of the D&H" (July 2021, pp. 15-18, 19)
38. "*Delaware and Hudson Bulletin* Collection Donated to UAlbany Archives by Carbondale Historical Society" (September 2021, pp. 16, 18)
39. "Inclined Planes on the Delaware & Hudson Gravity Railroad and Canal" (October 2021, pp. 16-19)
40. "Maps of D&H and Pennsylvania Coal Company Operations" (November 2021, pp. 14-15)
41. "The 1824 Delaware and Hudson Canal Company Map" (December 2021, pp. 16-18)
42. "The Gravity-gauge Steam Engine *Honesdale*" (January 2022, pp. 11-12)
43. The D&H 'Assembly Line' from the Anthracite Coal Fields to Tidewater and Beyond (February 2022, pp. 15-16)
44. "D&H Coal Breakers and Collieries" (March 2022, pp. 15-17)
45. "Anthracite Coal Clarifications" (April 2022, pp. 16-18, 20-21)
46. "Coe F. Young and Horace G. Young: Father and Son: D & H Managers" (May 2022, pp. 16-18)
47. "Rollin Manville and C. Rollin Manville, Father and Son, Superintendents of the Pennsylvania Division of the D&H" (June 2022, pp. 16-18)
48. "The McMullen Family: D&H Pennsylvania Division Managers" (July 2022, pp. 16-18)
49. "Thomas Dickson, Empire Builder and Gentleman (Part 1)" (September 2022, pp. 16-19)
50. "Thomas Dickson, Empire Builder and Gentleman (Part 2)" (October 2022, pp. 15-16, 18)

51. "Thomas Orchard: Architect and Master Car Builder for the D&H" (November 2022, pp. 16-17, 23)
52. "White Pine and White Oak Lumber in Roebling's Four D&H Aqueducts" (December 2022, pp. 16-17, 19)
53. "Waterpower on the D&H Gravity Railroad" (January 2023, pp. 16-17, 20)
54. "The Lease Question, 1873-1874" (February 2023, pp. 15-18)
55. "Building a Railroad in the Wilderness, 1827-1829" (March 2023, pp. 15-17, 20)
56. "The D&H Bank, Fractional Currency, and Obsolete Bank Notes" (April 2023, pp. 12-15))
57. "William H. Richmond: Entrepreneur, Coal Baron, Philanthropist" (May 2023, pp. 12-14, 16-17)
58. "Charles Pemberton Wurts: Innovator, Publicist, Gentleman (June 2023, pp. 12-15)
59. "Photographing the Railroad and Mining Operations of the D&H and the Pennsylvania Coal Company in the Nineteenth Century" (July 2023; pp. 12-15, 17)
60. "Harmony and Disharmony in the Anthracite Coal Fields of Northeastern Pennsylvania, 1823-1869" (September 2023, pp. 16, 18-19)
61. "Delaware and Hudson Books of Minutes Surface in California" (September 2023, pp. 7, 13)
62. "Delaware and Hudson Canal Company, Excerpts from the Minutes of Board of Directors Meetings, January 5, 1894—February 24, 1897" (September 2023, pp. 10-11, 15)
63. "Delaware and Hudson Canal Company, Excerpts from the Minutes of Board of Directors Meetings, February 24, 1897—July 27, 1898 (October 2023, pp. 18-20)
64. "Harmony and Disharmony in the Anthracite Coal Fields of Northeastern Pennsylvania, 1869" (October 2023, pp. 10-11)
65. "Delaware and Hudson Canal Company, Excerpts from the Minutes of Board of Directors Meetings, July 27, 1898—February 23, 1899 (November 2023, pp. 15-16, 18, 23)
66. "Harmony and Disharmony in the Anthracite Coal Fields of Northeastern Pennsylvania, 1870-1871" (November 2023, pp. 10-12)

67. "Delaware and Hudson Canal Company, Excerpts from the Minutes of Board of Directors Meetings, February 23, 1899--January 31, 1900 (December 2023, pp. 30-32)
68. "Harmony and Disharmony in the Anthracite Coal Fields of Northeastern Pennsylvania, 1872-1876" (December 2023, pp. 15-16, 18)
- "Benjamin Wright and John Jervis and the Delaware and Hudson Canal and Gravity Railroad" (published on Internet Archive on February 5, 2022)
- "The Switchback at Panther Bluffs on the Honesdale Branch of the Delaware and Hudson Railroad" (published on Internet Archive on May 25, 2022)
- "Duffy's Field, Childs, PA" by S. Robert Powell, Cody Gonsauls, and Walter Kierzkowski (published on Internet Archive on November 26, 2023)



Given below is a list of the 119 D&H items that we have collected in the course of the calendar year 2023 for *Addendum VI*:



## Delaware and Hudson Railroad Powell Addendum VI 2023

1. Photo of Delaware and Hudson “Camelback” steam locomotive No. 504 posted in the *Remembering The Delaware & Hudson Railroad* group on Facebook on Friday, December 23, 2022, by Gordon Burdock
2. L&WV Railway site now threatened by interstate highway construction: Letter, dated 12-24-2022, from the Carbondale Historical Society in support of preservation efforts at the Rocky Glen site on the Pennsylvania Coal Company’s Gravity Railroad
3. *D&H, Coal Dealers, Railroads, etc., 1941*: listings in the 1941 Carbondale Phone Directory
4. Roebling wire rope: Facebook post, January 8, about George Lengel (former Roebling employee) and Roebling wire rope
5. Joseph Senese, Sr. now owns a copy of the W. E. Anderson’s 1895 Gravity Railroad map volume
6. Flag raising at New D&H shop at Whitehall, NY, 1917. Two photos posted on *Remembering The Delaware & Hudson Railroad* group on Facebook, January 16, 2023, by Gordon Burdock
7. D&H Hudson yard office in 1969; posted on *Remembering The Delaware & Hudson Railroad* group on Facebook, January 17, 2023 by Richard Jahn
8. Robert Wanner: “The Delaware & Hudson Railroad 4-4-0, maybe at Binghamton, New York.” Unknown Photographer. Posted on *Remembering The Delaware & Hudson Railroad* group on Facebook, January 18, 2023
9. ALCO flyer, posted on Facebook on *Remembering The Delaware & Hudson Railroad* group on January 21, 2023, by Colin Michael, who purchased this flyer on E-Bay for \$10.
10. Request by S. R. Powell, January 22, 2023, to Mike “Breezy” Bischak for a color copy of a photo (“Diesels 803 and 801 at Milepost A176 in the Carbondale Yard”) to be included in *Addendum VI*
11. Photo of Newburg coal dock on the Hudson River: Photo posted on Facebook, January 25, 2023, by Jake Wynn, who identifies himself as “Public Historian”
12. D&H No. 436 at Whitehall, photo posted January 30, 2023, on *Remembering The Delaware & Hudson Railroad* group on Facebook by Gordon Burdock
13. D. H. Railway, Loop No. 4; Post card in collection of Cody Gonsauls, December 4. 2023
14. “*The Lease Question, 1873-1874*”, article by S. Robert Powell, published in the February 2023 issue of the *Bridge Line Historical Society Bulletin*, pp. 15-18
15. “Building a Railroad in the Wilderness, 1827-1829” by S. Robert Powell (*Bridge Line Historical Society Bulletin*, March 2023, pp. 15-17, 19
16. “The D&H Bank, Fractional Currency, and Obsolete Bank Notes”, article by S. Robert Powell that was published in the April 2023 issue of the *Bridge Line Historical Society Bulletin*, pp. 12-15
17. “D&H No. 4022 inside the D&H Shops at Colonie, NY”; photo posted in *Remembering The Delaware & Hudson Railroad* group on Facebook, February 9, 2023, by Rich Pennisi
18. D&H Honesdale Branch, Right of Way and Track maps, made available by Kevin Carr, January 11-19, 2023

19. School ticket on D&H trains, collection of Cody Gonsauls, copy made available February 19, 2023
20. Gravity Railroad Plane No. 14 engine house site (electronically enhanced), February 22, 2023, by Scott Bennett (site co-owner)
21. D&H Engine No. 386, photo posted in *Remembering The Delaware & Hudson Railroad Facebook* group on February 23, 2023, by Richard Winger
22. D&H police badge, bought by Cody Gonsauls, February 2023
23. Starrucca Creek Bridge, Jefferson Branch, photos posted on *Remembering The Delaware & Hudson Railroad* group on *Facebook*, February 26, 2023, by Sherman Cahal
24. Pearce family members in Carbondale PA D&H yard; photo posed on *Remembering The Delaware & Hudson Railroad* group on *Facebook*, February 24, 2023
25. Genesee Valley Transportation acquires PA engine, March 2, 2023
26. Mine Exam book in collection of Cody Gonsauls, March 5, 2023
27. D&H traffic stats for 1959, received from the Bridge Line Historical Society (Jim Odell collection) via Breezy Bischak, March 2023
28. Removing the fill at the Horseshoe curve at Thompson after the Jefferson Branch closed; *Remembering The Delaware & Hudson Railroad* group on *Facebook*, March 21, 2023
29. *The Schuylkill Navigation*, p. 8 of *Canal Currents*, issue 202, Winter 2023, *Bulletin of the Pennsylvania Canal Society*
30. "Forest City, Pa." Mike Ray collection; Allison photo. *Remembering The Delaware & Hudson Railroad* group on *Facebook*, March 27-28, 2023
31. Gordon Smith, on April 4, 2023, posted this photo ("Train 555 with M630 4566 and M636 4706 and 19 cars at Essex, NY October 4, 1991") on the *Remembering The Delaware & Hudson Railroad* group on *Facebook*
32. "D&H runaway, April 09, 1983, Lackawanna Valley"; photo posted on *Remembering The Delaware and Hudson Railroad Facebook* group, April 10, 2023, by Daniel Mol Jr.
33. D&H Canal presentation by Bill Merchant on C-Span
34. The two S. Robert Powell Pennsylvania Cable Network interviews, 2015 and 2016
35. "D&H Shops at Oneonta, NY," photos posted on April 24, 2023, in the *Facebook* group *Remembering The Delaware and Hudson Railroad*, by Benjamin Campbell
36. D&H 200 years, posted by the Carbondale Township Historical Society, April 23, 2022, *Remembering The Delaware & Hudson Railroad* group on *Facebook*: "Happy 200th to the D&H!"
37. Carbondale Historical Society & Museum, Incorporated: "Celebrating today, April 23, 2023, two hundred years of amazing history. Three cheers for the D&H!" Posted on *Remembering The Delaware & Hudson Railroad* group on *Facebook* by SRP
38. Keith Salamone, *Remembering The Delaware & Hudson Railroad* group on *Facebook*, April 23, 2023: "Was listening to this yesterday night. The challenger track was the best. The record is mint."
39. Plane No. 14 on *Facebook*, April 26, 2023

40. "Another wonderful Ararat photo," Rich Pennisi, April 26, 2023, *Remembering The Delaware & Hudson Railroad* group on Facebook.
41. Plane No. 14, Scott Bennett, April 29, 2023
42. Johnson photographs that have surfaced recently, thanks to links from Hank Loftus, April 2023
43. Oneonta freight yard, 1949", photo by Norm Collins, photo on *Facebook Remembering The Delaware & Hudson Railroad* group, May 2, 2023, by Danielle Van Voorhis
44. ALCo PA comes home, May 19, 2023
45. "PA4 18, with Phil Jubinski, at the Helm" photo posted by S. Robert Powell on *Facebook* in *Remembering The Delaware & Hudson Railroad* group, Wednesday, May 17, 2023
46. "Welcome Home D&H PA4 #18!," May 19, 2023, *Remembering The Delaware and Hudson Railroad* Facebook group
47. "Steamtown Excursion to Carbondale, May 20, 2023", post by S. R. Powell on "*Remembering the Delaware and Hudson Railroad*" page on Facebook
48. 1875 photo, posed in *Remembering the Delaware and Hudson Railroad*, Facebook, May 22, 2023, by Heidi Galster
49. Photo from Phil Jubinski collection, posted by SRP May 22, 2023 on Facebook in *Remembering The Delaware & Hudson Railroad* group
50. D&H 200<sup>th</sup> in *Trains*, June 2023, copy from Joseph Carterina in May 2023
51. Coal mining presentation at "Canal Days", May 2023, at Roebling's Delaware Aqueduct by Luc Cibischino
52. Photo of "Brand New U30C units 703, 702, 704 at Cooperstown Jct, NY, April 1967", photo posted by Michael Bates on May 30, 2023 on *Remembering The Delaware & Hudson Railroad* group on Facebook
53. "D&H 100 Car Club," SRP post on June 1, 2023, in *Remembering the Delaware and Hudson Railroad* group on Facebook
54. O&W question from Walter Kierzkowski (waltk6@optonline.net), June 2, 2023, about a switch on the O&W at Carbondale
55. DeAngelis Coal Company post by SRP in *Remembering The Delaware & Hudson Railroad* group on Facebook, June 8, 2023
56. Typescript copy of S. Robert Powell's article on W. H. Richmond that was published in the *Bridge Line Historical Society Bulletin*, May 2023, pp.12-14, 16-17
57. "Gill's Latches and Farnum's Latches on the D&H Gravity Railroad" by S. Robert Powell
58. Typescript of S. R. Powell's article on C. P. Wurts that was published in the *Bridge Line Historical Society Bulletin*, June 2023, pp. 12-15
59. Account of a wreck at Jefferson Junction, 1907, posted by SRP on *Remembering The Delaware & Hudson Railroad* group on Facebook on June 11, 2023
60. Two Hensel photos of Shepherd's Crook, posted on *Remembering The Delaware and Hudson Railroad* group on Facebook, June 12, 2023, by S. Robert Powell

61. Photo of “*Test Run on New Honesdale Branch, Pre-opening of Honesdale Branch, 1901; No. 142 at New Switchback*”; photo posted by SRP in *Remembering The Delaware & Hudson Railroad* group on Facebook, June 14, 2023
62. “Pushers on Cascade Wye at Lanesboro”, photo posted on *Remembering The Delaware & Hudson Railroad* group on Facebook, June 20, 2023 by George Corey
63. Photo of derailment at Fortenia on the Honesdale Branch of the D&H; SRP email to Scott Bennett, June 2023
64. Photo of model of “D&H No. 1532 and Tender” made by Phil Jubinski and donated by him to the Carbondale D&H Museum on May 10, 2023; photo posted by SRP in *Remembering The Delaware and Hudson Railroad* group on Facebook on June 23, 2023
65. Photographs of three volumes of D&H corporate minutes (1894-1903, 1904-1907, and 1928-1936), plus a one-paragraph caption, were posted in the *Remembering The Delaware & Hudson* group on Facebook on June 28, 2023, and shared with all Delaware and Hudson Transportation Heritage Council members that same day
66. Typescript of S. Robert Powell’s article titled “Photographing the D&H in the 19<sup>th</sup> Century” that was published in the *Bridge Line Historical Society Bulletin*, July 2023, pp. 12-15
67. Photo of the Pine Ridge Colliery breaker that was posted on the *Remembering The Delaware and Hudson Railroad* group on Facebook on July 3, 2023 by the Pennsylvania Anthracite Heritage Museum
68. Photo of a 1975 D&H commemorative pin that was posted in the *Remembering The Delaware and Hudson Railroad Facebook* group, July 5, 2023, by Stan Zeh
69. Photo of a derailment on the Delaware & Hudson Railroad, near Waterford, NY on May 19, 1962. Photo posted in the *Remembering The Delaware and Hudson Railroad Facebook* group, by Adrian Brisee, on July 5, 2023
70. Photo, July 6, 2023, of NYO&W hand truck, in the collection of Cody Gonsauls, Carbondale Township Historical Society
71. Photo of “*O&W Engine on the Trestle over the Carbondale D&H Yard*” that was posted on Facebook in the *Remembering The Delaware & Hudson Railroad* group on July 6, 2023, by S. Robert Powell
72. Photo of Starrucca Viaduct that was posted by S. R. Powell on *Remembering The Delaware & Hudson Railroad* group on Facebook on July 11, 2023
73. John V. Buberniak’s birthday, July 25. Post by S. Robert Powell in *Remembering The Delaware & Hudson Railroad* group on Facebook on July 25, 2023
74. *Shepherd’s Crook, Summer and Winter*; photos posted in the *Remembering The Delaware & Hudson Railroad* group on Facebook in July 2023 by S. Robert Powell
75. “Carbondale in the 1950s”, photo posted by George C. Corey in *Remembering The Delaware & Hudson Railroad* group on Facebook, July 31, 2023
76. O&W and D&H discussion; Bob Young, Walter Kierzkowski, and John Bifano, August 4-6, 2023
77. “Moving No. 10 Caboose to Neahwa Park in Oneonta, NY, Summer 1924”; photo posted on *Remembering The Delaware and Hudson Railroad* group on Facebook by Bhanu Gaur, August 8, 2023



78. September 2023 issue of *Bridge Line Historical Society Bulletin*: three articles by S. Robert Powell: (1) "Delaware and Hudson Books of Minutes Surface in California", p. 7; (2) "Delaware and Hudson Canal Company Excerpts from the Minutes of Board of Directors Meetings, January 5, 1894—February 24, 1897", pp.10-11, 13, and (3) "Harmony and Disharmony in the Anthracite Coal Fields, 1823-1869, Part 1", pp. 16, 18-19
79. Two D&H photos by Mike Zrowka, from Breezy Bischak, August 25, 2023
80. Map showing D&H Colonie shops, 1950; posted by Skipper L. Swartout in *Remembering The Delaware and Hudson Railroad* group on Facebook group, September 12, 2023
81. E-mail about Duffy's Field from S. R. Powell to Walt Kierzkowski and Cody Gonsauls, September 10-13, 2023
82. D&H and O&W rail lines north of Simpson, from Walter Kierzkowski, September 13, 2023
83. Silas Hoyle, Plane No. 14, by Scott Bennett, Part 1
84. Silas Hoyle, Plane No. 14, by Scott Bennett, Part 2
85. D&H Canal Reservoirs: Material in D&H Board of Directors' Minutes books in the collection of the Carbondale Historical Society
86. D&H Conveys 600 acres of land on the Moosic Mountain to the State of Pennsylvania, D&H minutes of Board of Directors meetings, November 5, 1906
87. J. D. Kizer history of Pennsylvania Coal Company from Greene-Dreher Historical Society, September 2023
88. "Harmony and Disharmony in the Anthracite Coal Fields, Part 2: 1869" by S. Robert Powell, *BLHS Bulletin*, October 2023, pp.10-11
89. "Excerpts from the Minutes of Board of Directors Meetings, February 24, 1897--July 27, 1898" by S. Robert Powell, *BLHS Bulletin*, October 2023, pp. 18-20
90. "Harmony and Disharmony in the Anthracite Coal Fields, 1870-1871" typescript and published copy of S. R. Powell's article in the November 2023 issue of the *Bridge Line Historical Society Bulletin*, pp. 10-12
91. "Delaware and Hudson Canal Company, Excerpts from the Minutes of the Meetings of the Board of Directors, July 27, 1898—February 23, 1899", typescript and published copy in the November issue of the *Bridge Line Historical Society Bulletin*, pp. 15-16, 18, 23
92. Jefferson Junction photo posted by Michael Eggleston on Facebook in the *Remembering The Delaware & Hudson Railroad* group, September 24, 2023
93. "Dickson Mausoleum, Dunmore Cemetery," decorated for autumn, September 29, 2023
94. *D&H Dining Car Menu, May 1900*. Photo (from the New York Public Library: <https://digitalcollections.nypl.org/.../510d47db-4d4b>), posted October 5, 2023, on Facebook
95. *Lackawanna Historical Society Newsletter*, September/October 2023: "History of the D&H, Part III," by Rick Sedlisky
96. O&W passenger station in Carbondale; material from Walt Kierzkowski, October 8, 2023.
97. Gravity Railroad Day, October 9, 2023
98. "Waterpower on the D&H Gravity Railroad," by S. Robert Powell (*Bridge Line Historical Society Bulletin*, January 2023, pp. 16-17, 20)

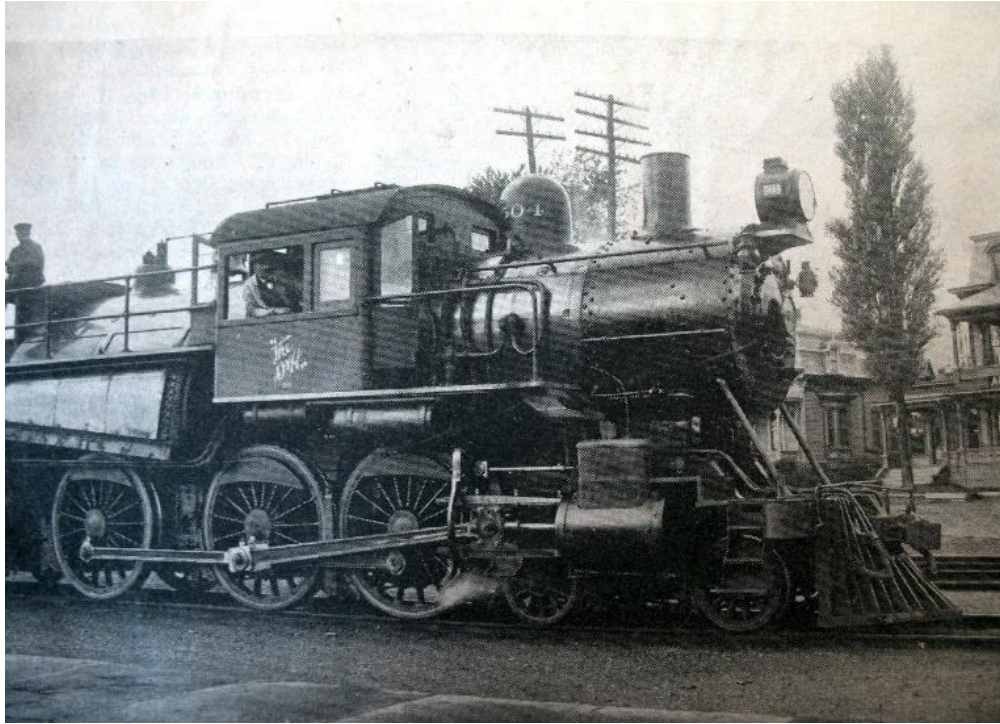
99. "D&H Involvement in the Communities Served by the D&H," posted by SRP in *Remembering The Delaware & Hudson Railroad* group on Facebook on October 15, 2023 (Oneonta YMCA support by George I. Wilber)
100. Gravity Railroad Plane No. 14: Historic Preservation Award presented to Scott and Paula Bennett, Bear Swamp Road, October 21, 2023, by the Wayne County Historical Society
101. *Delaware and Hudson Minutes, Part 4*: Typescript of article by S. Robert Powell, published in the December 2023 issue of the *Bridge Line Historical Society Bulletin*, pp. 30-32
102. Typescript of article ("Harmony and Disharmony in the Anthracite Coal Fields, 1872-1876" by S. Robert Powell that was published in the December 2023 issue of the *Bridge Line Historical Society Bulletin*, pp. 15-16, 18
103. Material, from the D&H Corporate Minutes, on the sale of the D&H Canal reservoirs (1903) and on the repair of the Keen's Pond headwall (1933)
104. Material on Coal Brook Colliery that was posted in *Remembering The Delaware & Hudson Railroad* group on Facebook on October 19, 2023
105. Photo of the "Old Baltimore Mine Opening" in Wilkes-Barre, and the map drawn by George Jones of the Lackawanna and Wyoming Valleys, circa 1830, shown below (No. 117) were posted on the *Remembering The Delaware and Hudson Railroad Facebook* page, on October 21, 2023, by www.duryeaPA.com.
106. "Aerial view of Carbondale, showing Gravity Shops" (photo in the collection of the Carbondale historical Society)
107. "Plane No. 14 / Inventory Historic Resources 2023," by Scott Bennett
108. U.S. Hotel, noise agreement, posted in *Remembering The Delaware & Hudson Railroad* group on Facebook, October 22, 2023
109. Material on Underwood Colliery that was posted on Facebook by Underground Miners at the Brooks Mine, Scranton, PA on October 25, 2023, in *Remembering The Delaware & Hudson Railroad* group
110. Dedication of John Mitchell monument, Courthouse Square, Scranton, PA, May 30, 1924
111. Maintenance of Way Union ratifies agreement, October 27, 2023, with CPKC's Delaware & Hudson (CPKC: Canadian Pacific Kansas City Limited, doing business as CPKC): post on Facebook on October 26, 2023, in *Remembering The Delaware and Hudson Railroad Facebook* group
112. Carl Belke interview by Rudy Garbely, October 28, 2023, in Binghamton, NY (Susquehanna Valley Railway Historical Society meeting)
113. First deep underground anthracite shaft mine in America was in Carbondale, PA
114. "D&H Baldwin Sharks drag a welded rail train past the old Thompson PA Erie passenger station on its way down the grade to Starrucca and on to Nineveh Junction." Photo posted by Dave Deyo, November 7, 2023, in *Remembering The Delaware and Hudson Railroad Facebook* group
115. Loree Colliery photo and text, posted on November 17, 2023, by Underground Miners on Facebook in the *Remembering The Delaware and Hudson Railroad* group
116. D&H name changes over the years, and presidents of the D&H; data presented in October 28, 2023, Susquehanna Valley Railway Historical Society program booklet

117. “*Map of the Wyoming and Lackawanna Valleys*” by Col. John L. Butler of Wilkesbarre, circa 1830, which was reprinted/republished at a later date by George Jones (who, in all probability, has added additional data to Butler’s original map)
118. Map of NYO&W Railway through Carbondale; map from Walter Kierzkowski, November 25, 2023
119. The Cipkos write "The Life of a Coal Miner with Papers"; posted on *Remembering The Delaware & Hudson Railroad* group on Facebook, November 29, 2023 (Anthracite Coal National Park November 25, 2001)

Presented hereafter:

Delaware & Hudson data recorded by S. Robert Powell in 2023, all of which will ultimately be incorporated into the twenty-four volumes of D&H history written by him in the period 2014-2018:

1. Photo of Delaware and Hudson “Camelback” steam locomotive No. 504, posted in *Remembering The Delaware & Hudson Railroad Facebook* D&H Facebook group on Friday, December 23, 2022 by Gordon Burdock



**Gordon Burdock:** “Another oldie”

**Carbondale Historical Society & Museum, Incorporated:** What is the engine's number: 304? 504?

**Jörg Harm:** I'd say # 504

**Andrew Gar:** D&H 4-6-0 engines were numbered in the 500 range.

**Carbondale Historical Society & Museum, Incorporated:** Thank you Jorg and Andrew.

**Greg Flynn:** She's the 504, and I believe she was built in Scranton by Dickson. Those ten wheelers had long careers on the D&H, with some being rebuilt to end-cab configuration and running nearly till the end of steam.

2. Letter, dated 12-24-2022, from the Carbondale Historical Society in support of preservation efforts at the Rocky Glen site on the Pennsylvania Coal Company's Gravity Railroad/L&WV Railway (site now threatened by interstate highway construction).



Rocky Glen letter of support for Tony Ranella (golden6727@aol.com):

December 24, 2022, 12:44 PM

Tony:

Attached is the letter of support that you requested on the Rocky Glen site. Your Uncle Sal would be very pleased to know that you have taken this initiative on behalf of a rail line that meant so much to him.

Merry Christmas.

Robert

## **The Rocky Glen Station area is an important historic site in the history of Northeastern Pennsylvania.**

Pennsylvania Coal Company Gravity Railroad: site of Inclined Plane and Level No. 4;  
Lackawanna & Wyoming Valley Railway (Laurel Line): Rocky Glen station site



Lackawanna & Wyoming Valley Railroad No. 35, with No. 32 trailing, is traveling southbound as it discharges passengers at the Rocky Glen station in Moosic in this Friday July 4, 1947 photo. Rocky Glen was a large amusement park located between Scranton and Wilkes-Barre and was a major source of passenger traffic for the *Laurel Line*, as the L&WV was commonly known. The railroad ran extra sections on busy holidays to accommodate larger crowds that attended. The first Rocky Glen Station was opened in August, 1903 and later improved. As automobiles became more readily available railroad traffic decreased. By the 1950's the loss of this and other traffic helped convince the Laurel Line to abandon passenger service at the end of 1952.

Edward S. Miller photo, L&WVRHS collection

The rail lines through the Rocky Glen area (Pennsylvania Coal Company Gravity Railroad, 1850-1885, Inclined Plane and Level No. 4; Lackawanna & Wyoming Valley Railway / “Laurel Line”, 1903-1952, station and station site) made possible the commercial and residential development of the area between Port Griffith on the Susquehanna River and Scranton/Dunmore in the period 1850-1952. As such, those rail lines, and all station sites along those rail lines, are highly important historic sites in the history of northeastern Pennsylvania, and every initiative to preserve extant features of those rail lines (e.g., roadbed, remnants of station buildings and/or landscape features that help to tell the story of the site) must be taken.

S. Robert Powell, Ph.D.  
President  
Carbondale Historical Society and Museum  
Post Office Box 151  
Carbondale, PA 18407  
570-282-0385

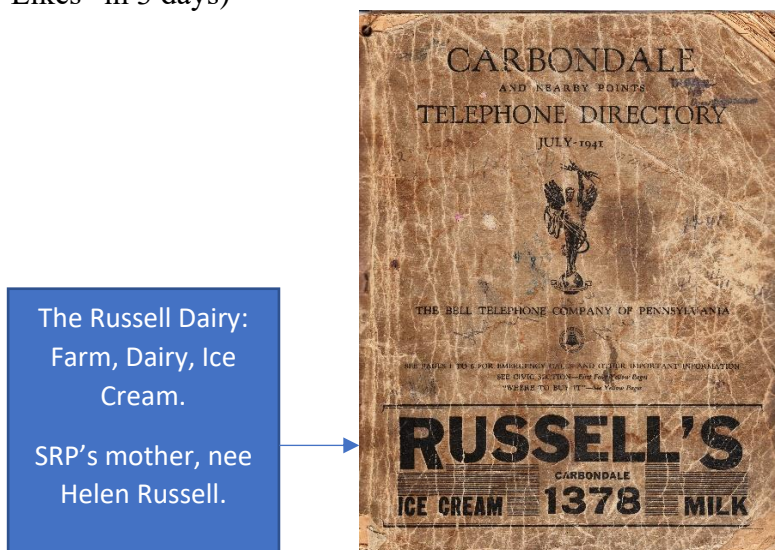
(12-24-2022)

3. D&H, Coal Dealers, Railroads, etc., 1941 *Carbondale and Nearby Points Telephone Directory*, July 1941; posted by S. Robert Powell on *Facebook* on December 28, with this message:

“Got a question about the D&H (or the DL&W or the Erie or the L&WVR or the NYO&W)? In 1941, in Carbondale (and just about everywhere else), you could simply pick up the phone and dial a number and talk with a human being. Those were the days! Shown here are the "D&H" and "Railroads and Railways" and related pages from the July 1941 *Carbondale Telephone Directory*.”

**Edward Zech:** When brains ran the railroads!!

(29 “Likes” in 3 days)



Delaware & Hudson Railroad Corp:

Delaware & Hudson Railroad Corp	
Car Distributor N Main.....	884
Claim Agent N Main.....	791
Coal Billing Station Carb Yd.....	672
Coal Storage Agent S Carb.....	1924
Crew Dispatchers Dundaff.....	137
Dispatchers N Main.....	101
Division Engineer N Main.....	729
Division Storekeeper Division Office bl.....	600-J
Divisional Car Foreman N Main.....	171
Freight-Ticket Office Mill.....	60
General Foreman Bridge & Bldg N Main...	600-R
General Yardmaster Railroad Yd.....	138
Joint Inspector Carb Yard.....	1505
Light Yard Office Carb Yd.....	1505
Master Mechanic Railroad Yd.....	142
Police Department N Main.....	209
Road Foreman of Engines Railroad Yd.....	426
Round House Railroad Yd.....	685
Signal Supervisor N Main.....	425
Superintendent N Main.....	5
Trainmaster N Main.....	100
Yardmaster Railroad Yd.....	1406



## Railroads & Railways:

Radio	"WHERE TO BUY IT"	Ranges 67
<b>Radio Wholesale &amp; Manufacturers</b> Morris Distributing Co 616 Mulberry Scranton-4-2982 Motorola Distributing Co 616 Mulberry Scranton-4-2982 <b>MOTOROLA HOME &amp; AUTO RADIO—</b> <b>MOTOROLA DISTRIBUTING CO</b> 616 Mulberry Scranton-4-2982 Scranton Radio & Television Supply Co Distributors For Radiola - Sparton And Wilcox - Gay Records 519 Mulberry Scranton-3-7727	<b>Railings—Iron</b> McGregor Architectural Iron Co 543 Front Scranton-3-5814 <b>Railroads &amp; Railways</b> Central R R of N J 601 W Lacka av Scranton-8292 D & H Co Jessup-Peekville Station Olyphant-394 Olyphant Station Olyphant-503 Passenger Station Boulevard av Dickson City Olyphant-306-J Telegraph Office & Yard N Valley av Olyphant-303 Delaware & Hudson Railroad Corp Car Distributor N Main... Carbondale-884 Carload Freight House 37 Lacka av Scranton-9798 Claim Agent N Main... Carbondale-791 Coal Billing Station Carbondale Yard Carbondale-672 Coal Storage Agent S Carb... Carbondale-1924 Crew Dispatchers Dundaff... Carbondale-137 Dispatcher N Main... Carbondale-101 Division Engineer N Main... Carbondale-729 Division Freight & Passenger Agt 37 Lacka av Scranton-2-8751 Division Storekeeper Division Office bl Carbondale-600-J Divisional Car Foreman N Main Carbondale-171 Freight House Wyoming av... Scranton-4-6168 Freight-Ticket Office Mill... Carbondale-60 Freight & Passenger Station Archbald Jermyn-252 Freight & Passenger Station Jermyn-235-J Freight & Passenger Station Lacka av Mayfield Jermyn-134-W Genl Foreman Bridge & Bldg N Main Carbondale-600-R General Yardmaster Railroad Yard Carbondale-138 Light Yard Office Carbondale Yard Carbondale-1505 Master Mechanic Railroad Yard Carbondale-142 Police Dept 87 Lacka av... Scranton-2-3424 Police Dept N Main... Carbondale-209 Road Foreman of Engines Railroad Yard Carbondale-426 Round House Railroad Yard Carbondale-685 Signal Supervisor N Main... Carbondale-425 Superintendent N Main... Carbondale-5 Ticket Office 37 Lackawanna av Scranton-9547 Trainmaster N Main... Carbondale-100 Yardmaster Railroad Yard Carbondale-1406 Yardmaster's Office Green Ridge Scranton-3-2914 Delaware Lackawanna & West R R Co Station Gouldsboro Moscow-3206 Station Market N Main Moscow-3211 Ice House Gouldsboro Moscow-2309 Ticket Office Lackawanna Terminal Scranton-5251 Green Ridge Freight Station Scranton-3-2913 South Scranton Freight Station Scranton-3-3812 Crew Dispatchers-Yard Office Engine Dispatcher Cliff Scranton-2-3990 Erie Railroad Co Offices Dunmore Scranton-2-2135 Local Freight Agent 701 N Washington av Scranton-3-1179 Erie Railroad Co Railroad yd... Carbondale-1073 Erie Railroad Co Wimmers Hamlin-4348 Erie R R Yard Jessup Olyphant-488 Lackawanna & Wyoming Valley R R Co Dispatcher's Office Scranton-5141 Ticket Office Scranton-3-4515 Freight Station Scranton-5142 Baggage Room Scranton-3-4553 Auditor's Office Scranton-3-4767 Gen Freight & Pass Agent Scranton-3-4812 Supt of Transportation Scranton-3-4724 Power Station Scranton-3-4477 Car House Scranton-3-0136 President's Office Scranton-6621	<b>Railroads &amp; Railways—(Cont'd)</b> N Y O & W R R Co Carbon St Station Scranton-3-2033 Coal Freight Agent's Office Mears bl Scranton-2-2456 Freight Office Dundaff... Carbondale-47 Freight Station Jermyn-461-J Freight Station Olyphant-1076-J Freight Station Dickson City Olyphant-1491-J Freight Station Peekville Olyphant-691-R Master Mechanic Childs... Carbondale-793 Providence Station 1634 Nay Aug av Scranton-4-6463 Supt's Office Childs... Carbondale-1806 Train & Crew Dispatcher Childs Carbondale-11 Train & Crew Dispatcher Childs Jermyn-5 Penna Railroad System Mears bl... Scranton-5792 Scranton Transit Co General Office 234 Lackawanna av Scranton-5111 Machine Shop Providence rd Scranton-2-2825 Purchasing Agent & Storekeeper Providence rd Scranton-2-2354 Track & Line Department Providence rd Scranton-2-2463 Bus Garage Providence rd... Scranton-2-1754 <b>Ranges &amp; Stoves</b> <b>ABINGTON ELECTRIC CO</b> Westinghouse Electric Ranges 219 S State... Clarks Summit-81 Andrews Hardware Dickson Coal & Gas Ranges 124 S Main... Scranton-3-9554 <b>BARTON'S</b> NEW & USED <b>RANGES and STOVES</b> Dickson & Pittston Stoves Westinghouse Electric Ranges REPAIRS & PARTS 427 Wyoming Av... Scranton-2-8852 Boylan's Stove Store Pittston Stone Headquarters 622 W Lackawanna av... Scranton-4-6438 <b>DICKSON RANGES—</b> ALPERT'S INC 226 Wyoming av Scranton-6607 <b>DOCKASH STOVE WORKS INC</b> 306 Penn av Scranton-4-1228 Feldsott Harry 38 Pike... Carbondale-856 <b>"A Kalamazoo"</b> Trade Mark Registered <b>Direct to You"</b> <b>ELECTRIC, GAS, COAL, and COMBINATION RANGES</b> 136 MODELS and STYLES <b>LOW FACTORY PRICES</b> <b>EASY TERMS</b> See the Famous <b>KALAMAZOO OVEN</b> That "Floats In Flame" Used by 1,600,000 Satisfied Customers <b>L. B. SONTOS, Mgr.</b> <b>140 PENN AV.</b> <b>Repairs for all</b> <b>Stoves &amp; Furnaces</b> <b>COAL STOVES</b> <b>GAS RANGES</b> <b>FRIGIDAIRE ELECTRIC RANGES</b> <b>SAMUEL WEINBERG &amp; SONS, Inc.</b> <b>306 PENN AVE.</b> <b>Scranton 4-1228</b> <b>Ranges &amp; Stoves—(Cont'd)</b> <b>FRIGIDAIRE ELECTRIC RANGES</b> Brilliantly new inside and out! More beautiful and useful than ever! Use less current! Exclusive Radiantube units, 18% faster than previous units! 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There is a Complete Line —A Range for Every Need—For Every Budget. <b>"WHERE TO BUY IT"</b> <b>DISTRIBUTOR</b> <b>GENERAL ELECTRIC SUPPLY CORP</b> 815 Linden Scranton-5104 <b>DEALERS</b> Carter W C 540 Main Peekville Olyphant-574 Carter W C Co 36 N Church Carbondale-1273 <b>CARTER W C CO</b> 217 N Wash av Scranton-2-3101 <b>GLEASON BROS</b> <b>ANDES RANGES &amp; FURNACES</b> <b>HOT POINT ELECTRIC RANGES</b> Authorized Sales & Service 616 W Lackawanna Av... Scranton-3-7512 Herb's Furniture Store 225 Penn av Scranton-3-4480 <b>KALAMAZOO STOVE CO</b> 140 Penn av Scranton-3-6790 (See Advertisement This Page) Kalamazoo Stove & Furnace Co 7 Park Pl Carbondale-1512 Kreis A A 104 W Drinker Dunmore Scranton-3-5236 Miller Arthur A 320 Exeter av... Pittston-845 Mills Bros 39 N Main... Carbondale-1834 North Eastern Radio Co 138 Adams av Scranton-6574 Penn Bros Foundry Depot & Wurtz av Scranton-4-9337 Penn Furniture House 214 Lacka av Scranton-3-2214 Scranton Stove Works Madisonville road Moscow-2911 Weinberg Ben Furniture Store 240 Penn av Scranton-2-1454 <b>WEINBERG SAMUEL &amp; SONS INC</b> 306 Penn av Scranton-4-1228 (See Advertisement This Page) <b>WESTINGHOUSE PRODUCTS</b> Look On "E" Pages Under "Electrical Appliances-Retail" <b>Ranges &amp; Stoves—Repairing</b> <b>GAL-MAC STOVE SHOP</b> 223 Penn av Scranton-5615 General Electrical Appliance Service 503 Linden Scranton-4-0212 <b>SCRANTON STOVE REPAIR CO</b> 119 Penn av Scranton-3-4783 Singer Jacob 26 S Main... Carbondale-1402 Weinberg Samuel & Sons Inc 306 Penn av Scranton-4-1228 <b>Ranges &amp; Stoves—Supplies &amp; Parts</b> Gal-Mac Stove Shop 223 Penn av... Scranton-5615 <b>If it's for sale or rent, you'll find it in the Yellow Pages.</b>



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**Clubs**  
*See Associations*

**Coal Analysis**  
*See Chemists—Analytical & Consulting*

**Coal Cleaning Equipment**  
Menzie's Separator Co. . . . . Scranton Natl Bk bl. Scranton-3-1315  
Staples & Bell Inc Mears bl. . . . . Scranton-3-4212  
Staples-Sweeney Mfg Co Mears bl. Scranton-3-0556

**Coal Mining**  
B & L Coal Co River & Keystone av. . . . . Peckville Olyphant-484  
Benjamin Coal Co Greenfield road Carbondale-1119  
Calverio Albert rear Front Jessup. . . . . Olyphant-1245  
Childsten Fuel Co Inc Mayfield . . . . . Jermyn-89  
Coal Rain Coal Co . . . . . 265 N Washington av. Scranton-4-1000  
Consagra Coal Co 301 Main Blakely Olyphant-612  
Continental-Archbald Coal Co . . . . . 8 Keyser av. Scranton-3-7240  
Dante Coal Co Hill Jessup . . . . . Olyphant-1273  
Dial Rock Coal Co . . . . . Scranton National Bank bl. Scranton-2-8114  
Drinker Coal Co Meade Dun. . . . . Scranton-3-7911  
Duryea Anthracite Co . . . . . rear Keyser Valley Car Shops Scranton-3-3707  
Dzwonczyk Joseph N Archbald. . . . . Jermyn-257  
East Bear Ridge Colliery Co . . . . . Scranton Electric bl. Scranton-3-6152  
Eddie & Joe Coal Co . . . . . Upper Jefferson Simpson Carbondale-1158  
Edison Anthracite Coal Co . . . . . Scranton Electric bl. Scranton-3-6152  
Esgro Dominick E. Jermyn . . . . . Jermyn-413  
Faramelli Coal Co . . . . . Moosic Lake road Jessup Olyphant-92-R-3  
Gianfranzo George Lower Powderly Carbondale-269  
Gillen Thomas J rear 78 Cottage. Carbondale-1501  
Glen Alden Coal Co . . . . . Jefferson av & Linden. Scranton-6131  
Green Top Coal Co Inc Jessup . . . . . Olyphant-761  
Greenwood Mining Co Greenwood Scranton-3-7613  
Grzebin George . . . . . Moosic Lake road Jessup Olyphant-92-4-4  
Heidelberg Coal Co Avoca. . . . . Scranton-5291  
**HUDSON COAL CO THE**  
Hudson Coal Co The . . . . . 424 Wyo av. Scranton-2-3171  
Marine Colliery  
Colliery Superintendent . . . . . Scranton-2-7337  
Colliery Office . . . . . Scranton-2-5511  
No 2 Shaft Holst House. . . . . Scranton-2-7509  
Weigh Office . . . . . Scranton-2-5875  
Providence Repair Shop . . . . . Scranton-3-7581  
Shop Office . . . . . Scranton-3-2112  
Shop Superintendent . . . . . Scranton-3-2112  
Providence Store & Offices  
General Store . . . . . Scranton-4-1811  
Chemical Laboratory . . . . . Scranton-3-5713  
Greenwood Substation . . . . . Scranton-3-2414  
Billing Office Railroad Yard. Carbondale-1084  
Retail Sales Office Dundaff. . . . . Carbondale-29  
Coal Brook Colliery  
Colliery Superintendent . . . . . Carbondale-18  
Store House . . . . . Carbondale-1281  
Coal Brook Power Plant. . . . . Carbondale-1009  
Powderly Colliery  
Colliery Superintendent . . . . . Carbondale-1189  
Weighmaster . . . . . Carbondale-1035-J  
Powderly Substation . . . . . Carbondale-780  
Jermyn Colliery  
Superintendent's Office . . . . . Jermyn-18  
Colliery Clerks' Office . . . . . Jermyn-201-J  
Storehouse . . . . . Jermyn-201-R  
Jermyn Switching Station. . . . . Jermyn-295  
Gravity Slope Colliery  
Colliery Superintendent Archbald Jermyn-212  
Storehouse . . . . . Jermyn-232-4  
Weighmaster Archbald . . . . . Jermyn-20  
Dutch Hill Switching Station. Jermyn-251  
Olyphant Colliery  
Colliery Office . . . . . Olyphant-618  
Colliery Superintendent . . . . . Olyphant-911  
Colliery Engineer . . . . . Olyphant-910-1  
Weighmaster . . . . . Olyphant-871  
Storehouse . . . . . Olyphant-707-J  
Olyphant Power Plant. . . . . Olyphant-825  
Olyphant Shaft Mine . . . . . Olyphant-910-R  
Birdseye Mine . . . . . Olyphant-908  
Grassy Island Mine . . . . . Olyphant-834-J  
Jack's Slope . . . . . Moosic Lake road Jessup Olyphant-92-J-1  
Knappen Coal Co Mayfield . . . . . Jermyn-205  
Lombardo Sam . . . . . Moosic Lake road Jessup Olyphant-92-J-3  
H D Coal Co Peckville . . . . . Olyphant-1207  
McAndrew Coal Co No 5 Hill Archbald. Jermyn-618  
Meffat Coal Co . . . . . Office N Main Taylor. . . . . Scranton-6244  
National Mine . . . . . Scranton-3-3822  
Pine Brook Colliery . . . . . Capouse av & Carbon Scranton-4-1335  
Muldowney Coal Co Inc . . . . . Scranton Life bl Scranton-3-4562

**Coal Mining—(Cont'd)**  
Nerve Coal Co Cypress Throop . . . . . Olyphant-886  
Northwest Coal Co Inc Simpson. . . . . Carbondale-110  
Fallbrook Slope . . . . . West Mountain. Carbondale-1419  
No 9 Coal Co . . . . . Parsonage Hughestown. Scranton-4-4520  
Penn Anthracite Collieries Co . . . . . Bowman bl. Scranton-7201  
Penn Anthracite Collieries Co . . . . . Retail Coal Pockets 6 Hickory Scranton-3-3535  
Von Storch Colliery . . . . . Office 1635 Nay Aug av. Scranton-4-1241  
Engine House . . . . . 425 Ferdinand. Scranton-2-4138  
Capouse Colliery . . . . . Office Keyser Valley . . . . . Scranton-3-8712  
Supt's Office Keyser Valley Scranton-4-3062  
West Mountain Slope . . . . . West Mountain. Scranton-2-2521  
Johnson No 1 Colliery . . . . . Main Dickson City Olyphant-526  
Johnson No 2 Colliery . . . . . Dickson City Olyphant-1152  
Raymond Shaft Eynon . . . . . Jermyn-30  
Sturges Shaft Montdale rd. . . . . Jermyn-394  
Penna Coal Co Throop . . . . . Olyphant-105  
Pecono Collieries Inc . . . . . First Natl Bk bl. Scranton-3-5074  
Podrasky Coal Co . . . . . Moosic Lake road Jessup Olyphant-92-R-2  
Pompey Coal Co Ridge road Archbald. Jermyn-438  
Pompey Coal Co Baker Jessup. . . . . Olyphant-582  
Webster Colliery Union Peckville. Olyphant-793  
River Edge Mining Co Winton. . . . . Jermyn-564  
Rogers Bros N Keyser av. . . . . Scranton-3-5730  
Schrader A J . . . . . W Mountain Dickson City Olyphant-175  
Schrader A J Inc Union Taylor. . . . . Scranton-4-5022  
Schuster Henry A Keyser av. . . . . Taylor-124  
Sherlock George . . . . . Moosic Lake road Jessup Olyphant-92-R-1  
**SULLIVAN TRAIL COAL CO INC**  
General Office . . . . . Exeter av W Pittston Pittston-3194  
General Office . . . . . Exeter av W Pittston Scranton-3-1257  
General Office . . . . . Exeter av W Pittston Wilkes-Barre-2-3189  
Supreme Anthracite Coal Mining Co . . . . . Peckville Olyphant-521  
Temple Coal Co . . . . . Scranton Electric bl. Scranton-3-6152  
Throop Mining Co . . . . . Sanderson av Throop Olyphant-1130  
Triad Coal Co . . . . . Moosic Lake road Jessup Olyphant-92-R-4  
Twin Hills Coal Co . . . . . Coal Exchange bl. Scranton-2-8029  
Valley View Coal Co . . . . . Scranton Natl Bk bl. Scranton-3-1656  
Von Storch Colliery . . . . . 1635 Nay Aug av. Scranton Jermyn-10  
Warren O Y Breck & Remington av. Scranton-4-3911  
Watrous B H Connell bl . . . . . Scranton-3-1246  
Whipperville Coal Co Archbald . . . . . Jermyn-159

**Coal Mining Machinery**  
*See Mining Machinery*

---

**THE ANSWER to any  
buying problem is quickly  
solved by consulting these  
pages.**

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★ If you have the slightest  
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number you're going to  
call . . . look in the direc-  
tory. Calling the wrong  
number not only incon-  
veniences the party that is  
called, but it delays YOU. ★

The Bell Telephone Company  
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Coal: Retail and Wholesale:

24 Coal
CLASSIFIED TELEPHONE DIRECTORY
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### Coal-Retail

**ACE COAL CO.**  
300 Main Blakely Olyphant-1412  
(See Advertisement Opposite Page)

**B & D COAL CO** Chadds ..... Carbondale-434  
**B & L COAL CO** River & Keystone av ..... Peckville Olyphant-484

**BENJAMIN COAL CO**  
Greenfield road Carbondale-1118  
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Gouldsboro Moscow-3206  
D L & W Station Kingsley ..... Brooklyn-2156  
Doherty V M Main ..... Moscow-4411  
Merrell F D Church ..... Hallstead-12  
Osman Merle LaPlume ..... Factoryville-3001

Boylan T P 201 Green Ridge ... Scranton-4-4339  
Childston Fuel Co Inc  
485 Main Chadds Carbondale-9018  
Coal Service Co 1247 S Main av. ... Scranton-5224  
Consumers' Coal Co 946 Adams av. Scranton-4-1550

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**"WHERE TO BUY IT"**

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Davis R A 159 Cedar av. ... Scranton-2-8141

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950 Penn av. Scranton-4-2226  
Kelleher's Coal & Ice  
425 Dean Scranton-4-5206

**ZIMAN BRGS** 201 Millin av. Scranton-2-3574

**DAVIS R A** 159 Cedar av. ... Scranton-2-8141

**DONOVAN F M**  
2921 Birney av Minooka Scranton-3-9082  
Giombetti Coal Co Cortland ..... Carbondale-1  
Greaves Walter  
1221 Wheeler av Dun Scranton-3-9743

**GREEN TOP COAL CO INC** Jessup Olyphant-761  
Hagen Coal Co River & Moltke av. Scranton-3-9785

**HEIDELBERG COAL CO** Aroca ... Scranton-5291  
(See Advertisement This Page)

**Home Coal & Ice Co**  
214 E Grove Dun Scranton-8074

**Howe John T** ..... Lake Ariel-3281

**HUDSON COAL CO THE**  
424 Wyoming av. Scranton-2-3171

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Retail Sales Office Dundaff ... Carbondale-29  
Powderly Colliery  
Retail Sales Office ... Carbondale-1035-R  
Gravity Slope Colliery  
Retail Sales Office Archibald Jermyn-233-R  
Olyphant Colliery  
Retail Sales Office ... Olyphant-834-R  
Marvine Colliery  
Retail Sales Office ... Scranton-2-4757

Kelleher's Coal & Ice 425 Dean. Scranton-4-5206

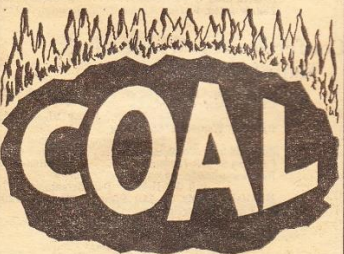


**KNOTT RALPH**  
Cone Cleaned Anthracite  
Look For The Blue Coal Trucks  
1138 Rundle ..... Scranton-4-0734  
(Continued Next Page)

**'blue coal'**

Do you know where your nearest library is located and when it is open? The Civic Section—the first pages immediately preceding the Classified Section—will tell.



# Coal: Retail and Wholesale:

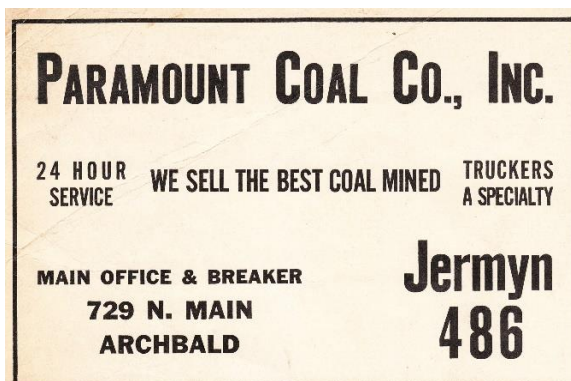
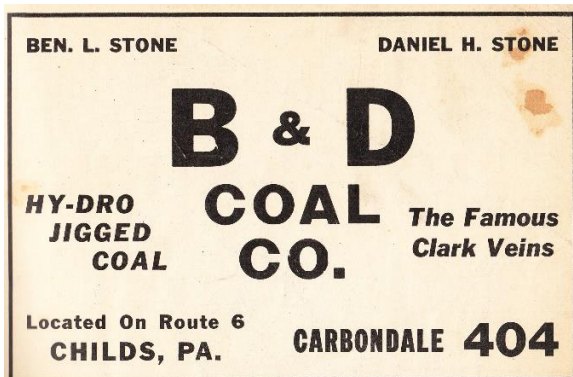
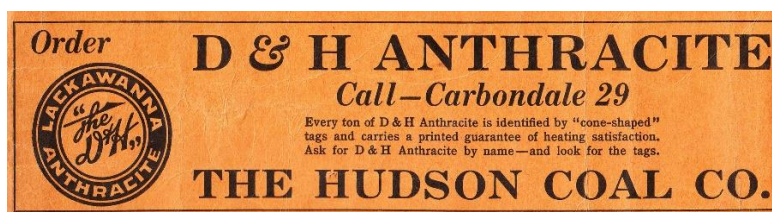
Coal	"WHERE TO BUY IT"	Cold 25
<b>Coal-Retail-(Cont'd)</b> <b>LEWIS DICK</b> 429 Birch. . . . . Scranton-4-1623 (See Advertisement This Page) <b>LEWIS L A</b> 319 10 av. . . . . Scranton-3-6925 (See Advertisement This Page) <b>Maco Co</b> Drinker Dunmore. . . . . Scranton-3-9468 <b>Meadow Brook Coal Co</b> 1016 S Irving av. Scranton-3-0917 <b>Meadowside Coal Co Inc</b> 302 Allen Dun. Scranton-4-4012 <b>MELLODY BROS</b> 327 Larch. . . . . Scranton-4-3996 (See Advertisement This Page) <b>MOFFAT COAL CO</b> N Main Taylor. Scranton-6244 (See Advertisement Opposite Page) <b>MULLADY TOM</b> Coal Trucking & Hauling 61 Willow av. . . . . Carbondale-1465-R <b>NERVE COAL CO</b> Cypress Throon. . . . . Olyphant-886 <b>Olyphant Coal &amp; Ice Co</b> 408 N Willow. Olyphant-780 <b>PARAMOUNT COAL CO INC</b> 720 N Main Archbald. Jermyn-486 <b>Passaniti Bros</b> 113 McNichols et. . . . . Scranton-3-9566 <b>PENN ANTHRACITE COLLIERIES CO</b> 1635 Nay Aug av. Scranton-4-6144 <b>POMPEY COAL CO</b> Baker Jessup. . . . . Olyphant-982 (See Advertisement This Page) <b>Pyne Taylor Co</b> S Keyser av & Union Taylor-53 <b>Rock H J</b> 1359 Nay Aug av. . . . . Scranton-3-2516 <b>Simpson Coal Co</b> Lathrop av & Spencer Carbondale-650 <b>Surace Joseph P</b> 485 Main Childs Carbondale-9010 <b>TUROCK'S</b> Boulevard av Dickson City. Olyphant-9226 <b>VanWert Trucking Co</b> 730 River Peekville. Olyphant-1319 <b>Wyoming Co</b> 722 Wyoming av. . . . . Scranton-5346	<div style="border: 2px solid black; padding: 10px; text-align: center;"> <p>... CALL THE ORIGINAL ...</p> <h1>L.A. LEWIS</h1> <p>"OVER 40 YEARS IN BUSINESS"</p> <h2>SCRANTON 3-6925</h2> <p>— FOR —</p> <h1>"A-1 BEST HIGH TEST COAL" REG.</h1> <p>CERTIFIED WEIGHT GUARANTEED</p> <p>VAN SERVICE</p> <p>319 10th AVE.</p> </div>	
<b>Coal-Wholesale</b> <b>Ace Coal Co</b> 300 Main Blakely. . . . . Olyphant-1412 <b>Benjamin Coal Co</b> Greenfield road. Carbondale-1119 <b>Davis R A</b> 159 Cedar av. . . . . Scranton-2-8141 <b>DeAngelis Vincent S</b> Carbondale. Carbondale-517 <b>James Coal Mining Co</b> Bowman bl. Scranton-2-9291 <b>Melley J A</b> Mayfield. . . . . Jermyn-107 <b>Pompey Coal Co</b> Jessup. . . . . Olyphant-418 <b>Shurtliff E</b> Russell First National Bk bl. Scranton-2-8864 <b>Smith Fuels Inc</b> Bowman bl. . . . . Scranton-2-4050 <b>Stelle Howard A</b> Miller bl. . . . . Scranton-4-5856 <b>Valpe Coal Co</b> Lukerman. . . . . Scranton-3-6412 <b>West End Coal Co</b> Ser Electric bl. Scranton-2-6834	<div style="border: 1px solid black; padding: 5px;"> <b>DICK LEWIS</b>            SAVE WITH CONE CLEANED  <b>VOLPE</b>            Specializing in            FURNACE &amp; STOKER CLEANING    <b>COAL</b>            PROMPT DELIVERY  <b>HAULING - MOVING</b>            429 BIRCH STREET  <b>SCRANTON 4-1623</b> </div>	<div style="border: 1px solid black; padding: 5px;"> <b>ACE COAL CO.</b>            QUALITY    <b>COAL</b>            FRESH DEEP MINED FIRST GRADE COAL            - 24 HOUR SERVICE -            WHOLESALE • RETAIL            300 MAIN ::: CALL            Blakely ::: OLYPHANT            1412         </div>
<b>Coat &amp; Apron Supply Service</b> <b>LACKAWANNA LAUNDRY CO INC</b> 308 Penn av. Scranton-2-8193 <b>Standard Coat &amp; Apron Supply Co</b> 445 Adams av. Scranton-3-4738		
<b>Coffee</b> <b>Adelphia Coffee &amp; Tea Co</b> 33 Lacka av. Scranton-2-2159 <b>Cook Coffee Co</b> 1809 Pittston av. Scranton-3-7912 <b>Farrell William</b> 1811 Washburn. . . . . Scranton-3-5113 <b>Interstate Food Products Co</b> 312 N Main av. Scranton-4-4442 <b>Ruddy M M</b> 6 Lacka av. . . . . Scranton-2-3069		
<b>Cold Plating</b> See Platers		
<b>Cold Storage Insulation</b> See Insulation Section		
Next time—Save Time— Use the Yellow Pages.		
<div style="border: 1px solid black; padding: 10px;"> <h2>POMPEY</h2> <h3>Supreme Anthracite</h3> <p>Heat your home with Penna. Anthracite—Clean, safe and healthy fuel. Ask your dealer for Pompey Supreme Anthracite. Best quality—carefully prepared.</p>  <p><b>POMPEY COAL CO.</b>  <b>MINE and BREAKER</b>  <b>JESSUP, PA.</b>  <b>Olyphant 982</b></p> </div>	<div style="border: 1px solid black; padding: 10px;"> <p>CALL</p> <h2>MELLODY BROTHERS</h2> <p>FOR HIGH GRADE PREMIUM</p> <h1>COAL</h1> <p>GUARANTEED WEIGHT</p> <p>327 LARCH  <b>SCRANTON 4-3996</b>            GENERAL HAULING - ICE</p> </div>	



# Mine Supplies, Mining Equipment, and Mining Machinery:

54 Midwives	CLASSIFIED TELEPHONE DIRECTORY	Motorcycles
<b>Midwives</b> Cerra Katie Mrs 43 Spring..... Carbondale-349	<b>Mirrors</b> <b>PITTSBURGH PLATE GLASS CO</b> New & Wyoming av. Scranton-8156 Scranton Mirror Laboratories 837 Pear. Scranton-2-1932 <b>SCRANTON PLATE GLASS CO</b> 1101 Penn av Scranton-2-8235	<b>Motor Clubs</b> <i>See Associations</i>
<b>Milk</b> <i>See Dairy Products</i>	<b>Modine Heating Equipment</b> - Look on "H" Pages Under - Heaters-Unit-Dealers.-	<b>Motor Truck Parts-Used</b> Jacobson Henry & Co 414 Walnut. Scranton-3-3815 Washington Auto Exchange 625 S Washington av Scranton-3-4647
<b>Mill Supplies</b> <b>BITTENBENDER CO</b> 132 Franklin av. Scranton-2-8181 Scott Chas B Co 119 Franklin av. Scranton-2-8221 Scranton Supply & Mach Co 636 Wyoming av Scranton-6151 Supply & Engineering Co 811 W Lacka. av Scranton-3-1209	<b>Monasteries</b> St Ann's Monastery St. Ann's.... Scranton-3-3311	<b>Motor Trucks</b> <b>BRAKE SERVICE CO</b> Distributor Hercules Dumps Wayne School Bodies Walnut & Penn av..... Scranton-4-9651 <b>BROCKWAY MOTOR TRUCK</b> <b>SALES &amp; SERVICE-</b> <b>FOWLER MOTOR SERVICE</b> 14 Dundaff Carbondale-1926 <b>FOWLER MOTOR SERVICE</b> 908 Providence rd..... Scranton-3-8487 Diamond T Motor Truck Co rear 1301 Wyo av Scranton-6624 <b>EDWARDS' GARAGE</b> <b>STEWART</b> <b>MOTOR TRUCKS</b> Sales - Service Complete Repair Service on All Make Trucks 24 HR. ROAD SERVICE 213 Linden..... Scranton-3-9381
<b>Millinery</b> Fields Millinery Store 503 Lackawanna av. Scranton-3-0369 Gallagher Mary E Miss 29 N Main Carbondale-1040 Jeanne Helene Millinery Shop 518 Spruce Scranton-4-1339 Jeels Millinery 425 Lackawanna av. Scranton-4-4757 Joseph's Millinery & Hosiery Shop 121 N Washington av. Scranton-4-9621 Mack Bea Select bl..... Scranton-2-1914 Mackie's Dry Goods Store 228 Lacka. av. Olyphant-592-R Margretta Studio Miller bl..... Scranton-4-5396 McLane's Millinery Shop 524 Spruce Scranton-2-5515 Nance & Mae Hats Scranton Life bl Scranton-3-6111 Timely Styles Mears bl..... Scranton-3-8702	<b>Monuments</b> <b>ABINGTON MONUMENT CO</b> Chinchilla. Clarks Summit-479 Abington Monument Co 612 Gibson. Scranton-4-1716 Moscow Monument Works Main..... Moscow-2201 Pesavento Daniel & Son 1424 Pittston av. Scranton-3-6135 Pesavento F & Sons Oram & Garfield av. Scranton-4-2613 <b>ROBERTS E EMLYN</b> Church & Warren Dun Scranton-2-1425 Snyder Granite Co 832 Main Peckville. Olyphant-739 Walker Granite Company Chinchilla. Clarks Summit-12-R-8 Williams John H & Sons 1102 Moosle Scranton-3-3714	<b>EUCLID TRAC-TRUCKS SALES &amp; SERVICE-</b> <b>STANDARD EQUIPMENT CO</b> 180 Horton. Wilkes-Barre-3-4617 Fowler Motor Service 14 Dundaff Carbondale-1926 <b>GENERAL MOTORS TRUCKS</b> SEE GMC. For "Truck-Built" Value In trucks from 1/4 to 15 ton capacity.  <b>"WHERE TO BUY THEM"</b> <b>KELLEHER'S GARAGE</b> 706 Race Scranton-2-2385 <b>SCRANTON TRUCK CO INC</b> 1429 Capouse av Scranton-4-1141 Gruber Auto Co 435 Wyoming av. Scranton-8241 Haldeman M E rear 1301 Wyoming av. Scranton-6624 <b>INTERNATIONAL AUTO TRUCKS</b> <b>SALES &amp; SERVICE-</b> MASKALY N F Elmhurst..... Moscow-4574 <b>INTERNATIONAL MOTOR TRUCKS' CITY</b> <b>SALES &amp; SERVICE</b> 1135 N Wash av. Scranton-4-6115 <b>MACK MOTOR TRUCKS &amp; BUSES</b> <b>AUTHORIZED SALES &amp; SERVICE-</b> <b>SCRANTON MACK SALES &amp; SERVICE</b> 1143 Wyoming av Scranton-4-2200 Redgers Ted V Co 826 W Linden. Scranton Scranton Mack Sales & Service 1143 Wyoming av. Scr. Pennsylvania Scranton Truck Co Inc 1429 Capouse av Scranton <b>WHITE INDIANA PARTS &amp; SERVICE</b> Distributors of <b>WHITE INDIANA TRUCK</b> <b>AND BUSES</b> <b>PARTS - SERVICE</b> Residence..... Scranton 421 Poplar..... Scranton
<b>Millwork</b> Abington Wood Products Co 503 Davis. Clarks Summit-462 Helt Lumber Co Belmont..... Carbondale-819 Hower & Stender 1001 Madison av. Scranton-6214 Judge Lumber Co Luzerne & 16 av. Scranton-2-8219 McFarland Dan D & Son Special Millwork To Order 220 Larch Scranton-4-0315 Peck Lumber Mfg Co 107 E Market Scranton-6173 Robbins Door & Sash Co Inc 301 Green Ridge. Scranton-4-6156 <b>STENDER BROS CO</b> Providence road & Albright av. Scranton-8363 VanBrunt C P Mfg Co VanBrunt road. Moscow-2411 Whipple Brothers Inc Clarks Summit-79 Whipple Bros Inc 948 Wyoming av. Scranton-4-1127 Woljgen M F Newfoundland-2111 Wood J M Lumber Co Newfoundland-2751	<b>Mortgage Loans</b> <b>VOSBURG &amp; VOSBURG</b> Scranton Electric bl. Scranton-3-1228	
<b>Mimeograph Brand Products</b> All Mimeograph duplicators and Mimeograph brand products. Stencil sheets, ink, and Mimeograph accessories are sold only by the follow- ing authorized distributor. <b>"WHERE TO BUY IT"</b> VILETT H E 628 Spruce..... Scranton-3-6464	<b>Morticians</b> <i>See Funeral Directors</i>	
<b>Mimeograph Duplicating Service</b> <i>See Multi-Copy Service</i>	<b>Moth Proofing</b> <i>See Exterminating &amp; Fumigating</i>	
<b>Mine Supplies</b> <b>FISHER DAVID</b> Terrace..... Honesdale-403 Fleming J R & Son Co Inc Green Ridge & Meyert av. Scranton-3-5114 Gayler & Butler Co Wyo av & Gibson. Scranton-2-8348 Potter L B & Co 424 6 av..... Scranton-2-4971 Scranton Supply & Mach Co 636 Wyoming av. Scranton-6151	<b>Moth-Proofing-Furniture</b> Babcock's Demolishing & Upholstering Co 1118 Blair av. Scranton-3-5998	
<b>Mining Equipment</b> <b>GELB &amp; CO</b> Albright av & Green Ridge Scranton-4-4172 <b>GOLDBERG A S</b> 1407 Main Peckville. Olyphant-456 <b>JEFFREY MFG CO</b> 122 Adams av Scranton-2-8635	<b>Motion Picture Equipment &amp; Supplies</b> Altet Service Corp Coal Exchange bl. Scranton-4-1322 Kiesel Photo Shop 532 Spruce. Scranton-4-5641 Prestwood W 138 N Washington av. Scranton-3-2552	
<b>Mining Machinery</b> <b>HUDAK ELECTRIC MOTOR CO</b> 104 W Grove Dun Scranton-3-4931 <b>INGERSOLL-RAND CO</b> 611 Wyoming av. Scranton-2-8121 <b>SULLIVAN MACHINERY CO</b> 809 Linden Scranton-2-8016 <b>TOUHILL FRANK</b> 222 Stephen av. Scranton-4-9476 <b>WORTHINGTON PUMP &amp; MACHINERY</b> CORP 418 W 1 Hazleton-4500	<b>Motion Picture Projection Service</b> <b>MODERN TALKING PICTURE SERVICE-</b> <b>FRESTWOOD W</b> 138 N Washington av. Scranton-3-2552	
<b>Next time—Save Time—</b> <b>Use the Yellow Pages.</b>	<b>Motor Bus Lines</b> <i>See Bus Lines</i>	
	<b>Motor Cars For Hire</b> <i>See Automobile Rental</i>	
	The Shortest Distance is Long Distance STRETCH out your hand and pick up your telephone. As easy as that you can reach almost anyone, any- where. Bell telephone service banishes the barriers of distance. It has helped to make us a nation of neighbors. The Bell Telephone Company of Pennsylvania	<b>Motor Trucks Rented</b> U-Drive-It Co 311 N Washington av. Scranton-3-
		<b>Motor Trucks Repaired</b> <b>ELECTRIC CITY TRUCK SERVICE CO</b> 24 Hour Service - Repairing On All Make Trucks - Trailers & Buses 1530 Gardner av..... Scranton-4-5355 International Harvester Co 1135 N Wash av. Scranton-4-6115
		<b>Motorcycles</b> <b>HARLEY-DAVIDSON SALES &amp; SERVICE-</b> <b>MURO J J</b> 868 Providence rd. Scranton-3-9024 Muro J J 868 Providence rd..... Scranton-3-9024



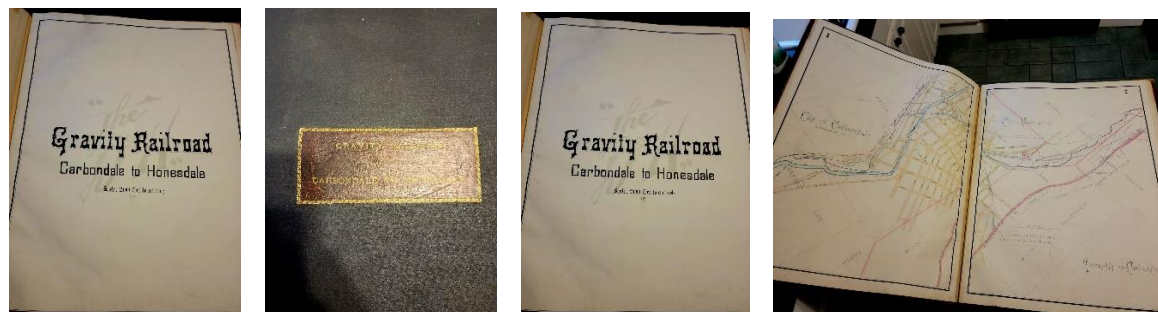


4. Roebling wire rope: *Facebook* post, January 8, about George Lengel (former Roebling employee) and Roebling wire rope:

**“John A. Roebling’s Sons Company, Roebling, NJ:** Roebling wire rope supported scores of suspension bridges including the Golden Gate Bridge and the original elevators in the Eiffel Tower and the Empire State Building.”

5. In 1895, W. E. Anderson brought into existence the volume of maps of the D&H Gravity Railroad titled *“Delaware and Hudson Canal Company. Gravity Railroad / Carbondale to Honesdale, 1895”*. A copy of this map volume is in the collection of the Lackawanna Historical Society. On January 14, 2023, on Facebook, Joey Senese announced that he recently bought a copy of this volume that was offered for sale on-line. Here is his post:

**Delaware and Hudson Railroad, Joseph Senese Sr.:**” Picked up this giant book. It's the original gravity railroad book of maps from the original Carbondale to Honesdale line 1895. Shows everything from the original right of ways to the final route. This must have been in the main office.”



Comment by SRP:

### **Carbondale Historical Society & Museum, Incorporated:**

In 1895, W. E. Anderson brought into existence this map volume, "Delaware and Hudson Canal Company. Gravity Railroad / Carbondale to Honesdale, 1895". In March 1901, W. E. Anderson created "Delaware & Hudson Company's Railroad, Honesdale Branch, Carbondale to Honesdale. March 1901". My 24 volumes on the history of the D&H were enriched significantly by what I learned from having studied carefully those two map volumes, and I shall forever be indebted to W. E. Anderson for having created those two remarkable map volumes. (There are two known copies of the 1895 map volume and one known copy of the 1901 volume. I am very pleased to learn that a copy of this 1895 volume is now in the collection of Joseph Senese, Sr.)

6. "Flag raising at New D&H shop at Whitehall, NY, 1917." Two photos posted on *Remembering The Delaware & Hudson Railroad Facebook* group on, January 16, 2023 by Gordon Burdock:

Delaware and Hudson Railroad: **Burdock Gordon:** *New Shop 1917, Whitehall, NY*



7. “D&H Hudson Yard Office in 1969”; photo posted on *Remembering The Delaware & Hudson Railroad* page on Facebook on January 17, 2023, by Richard Jahn



8. “D&H No. 446 (4-4-0), maybe at Binghamton, NY”. Photo by an unknown photographer, posted by Robert Wanner in the *Remembering The Delaware & Hudson Railroad Facebook* group on January 18, 2023





**John Hayes:** Looks like it's probably going to take a passenger train out. That's the old Court street viaduct at top so the station would be out of the picture top right. Still used by DO System.

**Joe O'Mara:** Class G-5. D&H only had 8.

**Joseph White:** The railroad tracks did not parallel the Chenango Street Viaduct, but were underneath, the building in the background is not a station. Look at the roofline.

**Francis McMullen:** Converted from a camel?

9. ALCO flyer, posted on *Remembering The Delaware & Hudson Railroad Facebook* group on January 21, 2023, by Colin Michael, who purchased this flyer on E-Bay for \$10.





10. Request by S. R. Powell, January 22, 2023, to Mike "Breezy" Bischak for a color copy of photo ("Diesels 803 and 801 at milepost A176 in the Carbondale yard") to be included in *Addendum VI*

**From:** S. Robert Powell <srp18407@gmail.com>  
**Sent:** Sunday, January 22, 2023, 12:52 PM  
**To:** Engr. Breezy <engrbreezy@hotmail.com>  
**Subject:** D&H SD45s 803 and 801

Sunday the 22nd

Breezy:

If I had to pick one photo that personified the D&H diesel era in Carbondale, your photo of 803 and 801 at milepost A176 in the Carbondale yard (*BLHS Bulletin*, February 2023, p. 37) would surely be a good candidate.

Any chance I could get a color copy of that photograph for *Addendum VI* (2023)?

SRP

-----

2:50 PM

Dr. Powell,

I'm glad you liked my photo. Thanks! Attached is one in living color as they used to say on TV.

Speaking of addendums, I'm off tomorrow. If I get a chance, I'll stop down with a few blank DVDs for you. I know you were looking for some. I picked up a few in Walmart today. I'll call before I come down in case you have a snow day.

Breezy

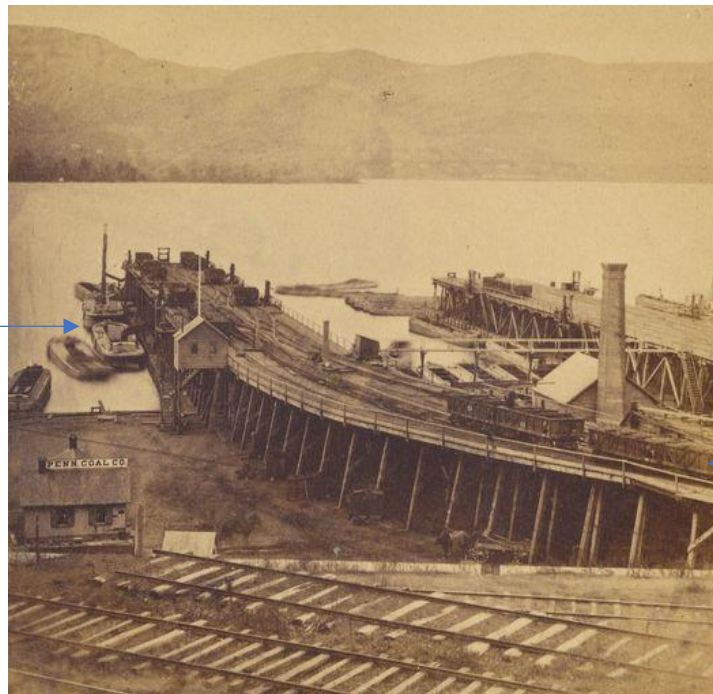


Photo by Mike Bischak of Nos. 803 and 801 at milepost A176 in the Carbondale yard, July 12, 1978 (photo published in the *BLHS Bulletin*, February 2023, p. 37)

11. This photo of the Newburg coal dock on the Hudson River was posted on *Facebook*, January 25, 2023, by Jake Wynn, who identifies himself as “Public Historian”:



Canal boats being loaded with Pittston coal for PCC customers up and down the Hudson River



Erie coal cars (filled with PCC coal) on the Erie trestle at Newburgh

“Coal dock on the Hudson River in Newburgh, New York – 1870”. Lots of great details in this wonderful photograph from the mid-19th century. The image shows the coal loading docks of the Pennsylvania Coal Company of the Wyoming Valley, Pennsylvania. Here, railcars unloaded anthracite coal into boats bound for homes and industries of the Hudson River Valley and south down to New York City. (Image: Getty Museum)”

This notice shown here from the *New York Times*, October 5, 1865, was also posted by Jake Wynn with the photo shown above.

How did those 30,000 tons of Pittston coal get to Newburgh from Hawley? By Erie rails.

#### Sale of Pittston Coal—A Rise in Prices

Yesterday, the Pennsylvania Coal Company sold at public auction thirty thousand tons of Pittston coal, deliverable at Newburgh, in tons of 2,240 pounds, the freight from Newburgh to this city being seventy cents per ton.

The attendance at the sale was large and the bidding spirited. The following were the prices obtained: 2,500 tons lump coal, \$10 75; 8,000 tons steam coal, \$11 40@ \$11 55; 5,000 tons grate coal, \$11 15; 4,000 tons egg coal, \$11 50; 8,000 tons stove coal, \$11 80@ \$12; 2,000 tons chestnut coal, \$10 12½@ \$10 37½.

The following prices were obtained at the July sale by the same company: Lump coal, \$6 75 to \$6 80; steamboat coal, \$6 87½; grate coal, \$7; egg coal, \$7 05 to \$7 10; stove coal, \$7 15 to \$7 20; chestnut coal, \$6 30 @ ton. The increase, taking only the highest figures of each sale, is as follows: Lump coal, \$3 95; steamer coal, \$4 67½; grate coal, \$4 15; egg coal, \$4 40; stove coal, \$4 80; chestnut coal, \$4 37½ @ ton.

Whose unloading dock is this? The PCC? The Erie? Newburgh? The coal cars seen here are not PCC cars (which were all Gravity-gauge). They are Erie coal cars, which makes it seem likely that this should be referred to as an Erie dock. Once emptied, these Erie coal cars would have been sent back to Hawley, over the Erie, to be again filled with "Pittston coal" for sale up and down the Hudson.

There were three possible ways that the PCC could send its coal to market from Hawley:

**BY CANAL:** From 1850 to 1863, all PCC coal ("Pittston coal") was shipped from the Wyoming Valley in Pennsylvania to the Hudson River via the PCC Gravity Railroad (Port Griffith on the Susquehanna River to Hawley, PA) and the Delaware and Hudson Canal (from Hawley to Rondout). At Rondout, the 130 tons of coal in each of those PCC canal boats (which were seaworthy) were then sold to Hudson River customers, who then towed those boats up or down the Hudson River to their home ports (without having to pay for costly and time-consuming coal transfers at Rondout).

Shipments of PCC coal to the Hudson River by means of the D&H Canal declined sharply, possibly came to an end, once the D&H/PCC law suit was underway.

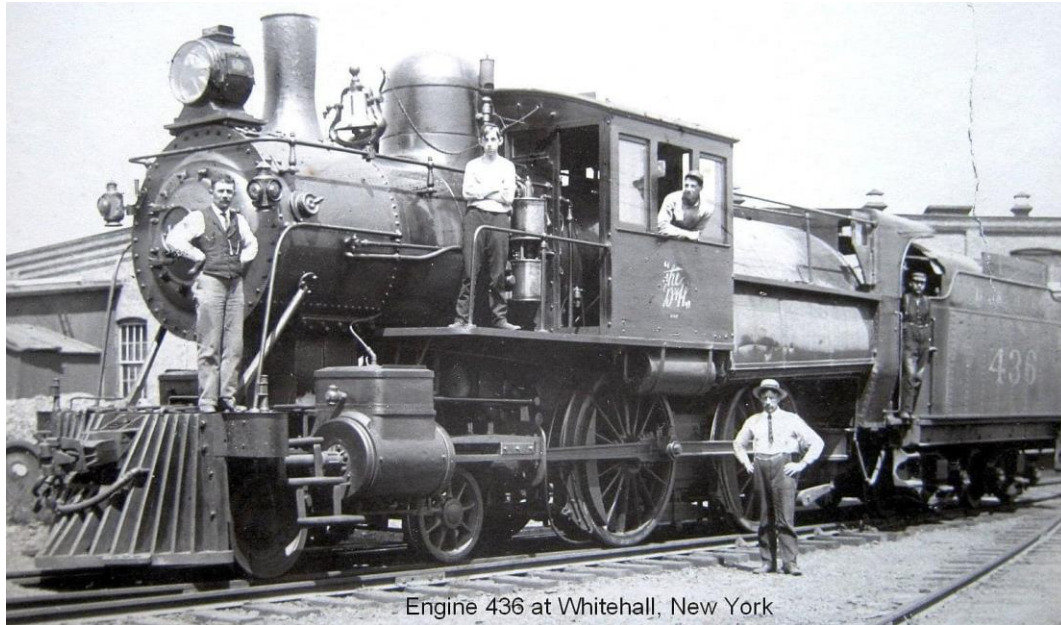
There were , however, two other possible ways that the PCC could send its coal to market east of Hawley:

**BY RAIL AND CANAL BOATS:** Beginning in 1863, when the Erie Railroad was extended from Lackawaxen into Hawley, the PCC's "Pittston coal" could also be sent to market via rail and canal boats, which is what we see in the photo shown here of a "Coal dock on the Hudson River in Newburgh, New York – 1870." In this photo, we see Erie coal cars, loaded with Pittston coal, that were delivered by the Erie to Newburgh from Hawley. Those coal cars are here being unloaded into canal boats, which were then delivered to PCC customers up and down the Hudson River

**BY RAIL:** Beginning in 1863, Erie coal cars, filled with PCC coal at Hawley could also have been delivered by the Erie directly to customers with rail facilities anywhere in the east. Erie coal cars filled with Pittston coal, for example, could have been taken directly into New York City over a branch of the Erie, the New York & Newburg Railroad, which opened on January 1, 1850.

12. "D&H No. 436 at Whitehall", photo posted January 30, 2023, on *Remembering The Delaware & Hudson Railroad Facebook* group by Gordon Burdock

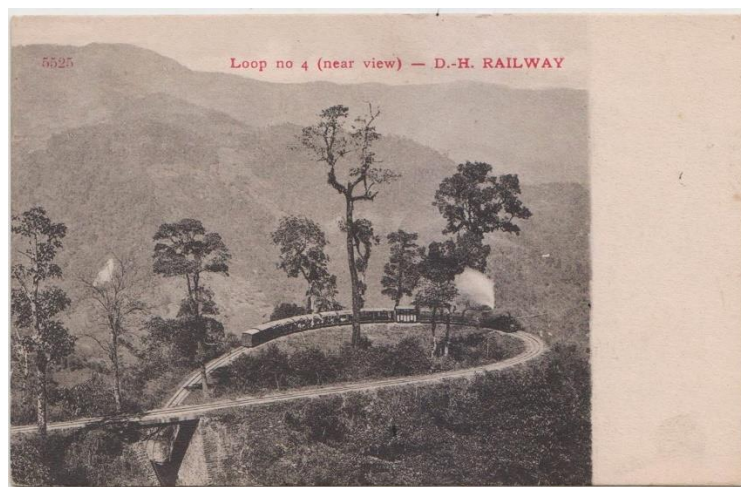




Engine 436 at Whitehall, New York

D&H No. 436 at Whitehall

13. *D. H. Railway, Loop No. 4 (near view)* post card in collection of Cody Gonsauls, Childs, PA, December 4, 2023



This is not the Delaware and Hudson Railroad. There was no “Loop no 4” on the D&H; The track configuration is not D&H. To the un-trained eye, this might look like Shepherd’s Crook on the D&H--which it is not. The mountains, in addition, are not northeastern Pennsylvania.

14. "The Lease Question, 1873-1874," article by S. R. Powell that was published in the February 2023 issue of the *Bridge Historical Society Bulletin*, pp. 15-18:

## The Lease Question: 1873-1874

By S. Robert Powell, Ph.D.

The Delaware and Hudson Canal Company began mining anthracite coal in the village of Carbondale in the second decade of the nineteenth century. Those mining operations were located on the west side of the Lackawanna River. On the east side of the Lackawanna River, the Company laid out streets and sold lots. (Many residents of the east side of Carbondale at the present time have deeds to their properties that were signed by D&H President, Thomas Dickson, and D&H Treasurer, Isaac N. Seymour.)

On the west side of Carbondale, the D&H permitted the men employed in their mines and elsewhere upon their works, if they chose, to build houses for themselves and families upon the surface over the mines, on lands which would otherwise have been unoccupied. The privilege, in the growth of the town in that quarter, was extended, until between two and three hundred acres of land were thus occupied for many years.

In January 1859, an effort was made by the D&H to secure leases from the men with houses over the mines on D&H property, and the following "Notice to Lot Holders" was published in the January 8 and January 15, 1859 issues of the *Weekly Advance*:

**"Notice to Lot Holders.** / Persons who occupy Lots upon the Property of the Del. & Hud. Canal Co., in this City, which were entered upon before the same were surveyed, and who have entered into no contract, are desired to call at once upon the subscriber and enter into contract therefor. / And others who have entered upon and taken up surveyed Lots, but who have not paid for the same in whole or in part, will please call and settle for the amounts due. /The subscriber can be found at his Office at the Hay Scales. **R. E. MARVINE**, / Agent for the Del. & Hud. Canal Co., / Carbondale, Jan. 8, 1859."

Some leases were obtained as a result of this initiative, but the efforts of the D&H to obtain leases on these properties over the mines were not generally successful. Remarkably, the D&H did not take aggressive action on the lease question at that time.

Trusting in the friendship of the Company, and in their rights of possession, the cheap dwellings at first erected on land above the D&H mines were replaced, to a great extent, by much better ones, and by the 1870s, there was a great improvement in the buildings on these D&H lands.

In the meantime, the men all along clung to the hope and belief that the Company would never disturb them, and especially so since they allowed them to remain in quiet possession over the

statutory period of twenty-one years. This possession in many cases extended over thirty years, and in some instances about forty years.

In December 1873, however, the D&H asked the miners and others working for the company to sign leases to the lots on which their houses were standing and which many of them had occupied for years. If they did not do so, they could not work for the D&H any longer.

Not surprisingly, there was strong opposition to that request, and an indignation meeting was held at City Hall. At that meeting, a committee of three was appointed (John D. Tighe, Edward Molloy, and John Killeen) to meet with Superintendent E. W. Weston and obtain his views on the matter.

In the December 6, 1873 issue of the *Carbondale Leader* ("INDIGNATION MEETING," p. 3), we read: "The adjourned meeting assembled again on Thursday evening. The committee reported that Mr. Weston had informed them, that, unless the men who were asked to take leases, did so, they could not work for the Company any longer. He said his orders were to that effect. He hoped, however, the men would do nothing against their own interests. The majority of the men resolved not to sign any leases, and the meeting adjourned."

Work stopped at all mines on Tuesday, December 9, 1873. The question was asked, 'Who has paid the taxes on those lands?' Upon referring to the city assessment records, it was learned (1) that the D&H regularly paid taxes upon 620 acres of land within the limits of the city--590 acres of outlying lands, and 30 acres of coal lands, (2) that the tax upon D&H lands in 1872 was about \$1,900, and (3) that the taxes on these houses on land above the mines were paid annually by the residents of these houses in question.

On January 12, 1874, the committee appointed by the miners to confer with the officers of the D. & H. C. Co. on the land question, went to Scranton with the expectation of seeing and talking with President Thomas Dickson. Regrettably, Thomas Dickson was then in New York City and was not expected to return until the 23<sup>rd</sup> of January. That being the case, the miners met with Mr. Weston of the D&H coal department. That meeting with Mr. Weston was, from the miners' point of view, a complete waste of time. A scathing account of that meeting was published in the *Carbondale Leader* of January 17, 1874, as follows:

**"The Labor Troubles.**—The committee appointed by the miners to confer with the officers of the D. & H. C. Co. on the land question, went to Scranton on Monday with the expectation of seeing Mr. Dickson and making arrangements with him for an early adjustment of the existing cause of their idleness, and, if possible, to pave the way for a prompt resumption of labor in the mines around this city. The members of the committee were disappointed when they reached Scranton, for Mr. Dickson was then in New York, and was not expected to be home until about the 23d of the present month. They therefore went to the office of the coal department of the company at Providence, where they had an interview with Mr. Weston, superintendent of the coal

department, which lasted for a considerable length of time. The members of the committee returned to Carbondale in the evening, having accomplished nothing satisfactory during their interview with Mr. Weston. On the contrary they claim to have been treated with a great deal of disrespect by that official. They say he was overbearing, mulish, and exceedingly crabbed as to his manner; unreasonable and obstinate as to his conversation; stubborn and unyielding on every point they attempted to discuss with him. They claim that he also flatly denied many things that have been printed as coming directly from Mr. Dickson, even such as were published in letters over official signatures; and that he went so far as to contradict himself in certain respects, and denying his own statements made to these same men on other occasions. One member of the committee considered it his duty to make his language pretty plain in the ears of the high official of the D. & H. C. Co., whose talk and actions to the committee were so overbearing, and he consequently politely informed the said official that Mr. Dickson had previously either told that which was untrue, or that he, Weston, lied shamefully. We can readily believe that the magisterial superintendent was extremely wroth at the plain language of the bold member of the committee and that his dignity—if it may be called dignity—was touched to the quick. He ascended from his dignified position, however, and came near ordering the plain talker from the office, but did not. Perhaps he took a second thought and came to the conclusion that it would be better to keep as cool as possible while the committee remained. Some dispute arose as to the wording of the leases which had been offered to the squatters to sign, one of the committee claiming that they read one way, and Mr. Weston disputing him. A copy was brought from another room in the office to decide the disagreement. After a great amount of talk the committee took their leave. Mr. Weston is certainly very unpopular among the men in this vicinity, and his conduct toward the committee at the interview on Monday has increased his unpopularity. Of this Mr. Weston may not care; but if we were in his position we should care very much. If he is the crabbed and overbearing man he is represented to be,—though we don't pretend to know anything about him except what we hear—we are inclined to think that another trip to Colorado would be of great benefit to his nerves, and very likely beneficial to his temper and disposition. If he is as obstinate as he is reported to be, it seems to us that he is the 'wrong man in the wrong place.' ” (*Carbondale Leader*, January 17, 1874, p. 3)

On December 20, 1873, the D&H mines were still shut down. In the December 20, 1873 issue of the *Carbondale Leader*, we read: “The mines in this vicinity, owned by the D. & H. C. Co., are all idle at present, and will likely remain so for some time to come. The White Bridge Tunnel has been boarded up at the entrance and no one is permitted to enter. The huge Lackawanna breaker—said to be the largest breaker in the world stands grim and silent and deserted, like a dark sentinel at the entrance to the mines. No sounds of busy industry now issue from its blackened enclosure, and the giant structure which, but a short time since, prepared over a thousand tons of coal per day, is now having its winter vacation, to last—no one seems to know how long. The hundreds of willing workers would return to their labors at once, provided the question of leases could be satisfactorily settled; but the present outlook doesn't seem to favor an early resumption of mining here. The few private mines we have are all working as usual.” (*Carbondale Leader*, December 20, 1873, p. 3)

At the end of December 1873, D&H President, Thomas Dickson, spoke publicly, via the *Carbondale Leader*, on the lease question. He did so by means of a letter that he wrote to Superintendent E. W. Weston. In the December 27, 1873 issue of the *Carbondale Leader*, we read:

**“THE LEASE TROUBLES.**—We are led to believe, from the tenor of the subjoined latter of President Dickson to Superintendent Weston, that the local difficulties now existing between the D. & H. C. Co. and a large number of miners and laborers in this city, are in a fair way of being amicably adjusted before long. A meeting of the men was held in the City Hall on Monday evening, when a committee was appointed to call on Mr. Dickson. Accordingly, the committee called on him on Tuesday, and his remarks to the members of the committee are said to have been substantially the same as those contained in his letter. Another meeting of the miners was called this afternoon, Friday. The following is the letter: / **PRESIDENT’S OFFICE, / DELAWARE & HUDSON CANAL CO., / SCRANTON, December 22, 1873. / Mr. E. W. WESTON, SUPT.**—*My Dear Sir:* I have been greatly surprised at the opposition manifested at Carbondale to our plan of placing lot-holders under lease, and cannot but think that it arises from a misapprehension of our object and aims, and from the interference of outsiders who misrepresent us. That there may be a full and complete understanding, I will state briefly our position, which you may communicate to all interested. / First. The requiring of leases from parties who are in possession of our lands is not new, but has been the practice for more than fifteen years, and if not fully carried out, the fault is with the officers of the company, whose instructions were positive. / Second. In taking leases the rent is merely nominal, and the lessees have the right or option of purchase when the lots are offered for sale. And as it may be claimed that undue advantage in making the price might result in, you may establish the rates at one; making them so moderate that reasonable exceptions cannot be taken. Indeed, I would have no objection to having three disinterested citizens establish a schedule of prices. / Third. There is neither disposition or intention to claim, or in any way interfere with improvements. And our record in the past is guaranty that all equities will be fully respected in the future. / Fourth. In suspending employes who decline to recognize our rights, we simply do an act of justice to those who have purchased or leased lots in the past, and assert the rights of our stockholders—the owners of the property. / When these facts are understood, and when the additional value given to property by the settlement in question of title is fully considered, it hardly seems possible there can be any valid objection to our course. I trust, therefore, that this explanation will be satisfactory to our employes, that they will assent to our reasonable request, that work may be resumed, and that the harmony and good feeling which have heretofore existed, may be continued, is the earnest desire of / Yours very truly, / THOS. DICKSON, President.” ( *Carbondale Leader*, December 27, 1873, p. 3)

Thomas Dickson’s honest, positive, straightforward, compassionate, and conciliatory management style, which is clearly expressed, not only in that letter to E. W. Weston but also in all his interactions with colleagues and customers during his presidency of the D&H, was very popular with all concerned, and went a long way to persuade others of the justice and the wisdom of the D&H position. In Samuel Logan's *The Life of Thomas Dickson*, we read: "He bound his fellows to himself and to his schemes of industry by genial fellowship and good cheer. Under all

circumstances he manifested justice, honesty, and fair dealing with others. As long as he lived his buoyancy of spirit never failed him. He treated those with whom he was connected in business or in social life as equals and associates. He always treated his subordinates as his friends; always personally received them as his equals. . . He died beloved of all who worked with him or under his direction.” (*Logan*, pp. 57-60)

On Monday, January 12, the miners, some of whom had signed leases, began going to work again (in the Mill Drift and Midland levels). These miners, it was reported, were mainly those who had formerly worked in these mines. Some of them signed leases previous to going to work, while others have houses not on the disputed property, but elsewhere.

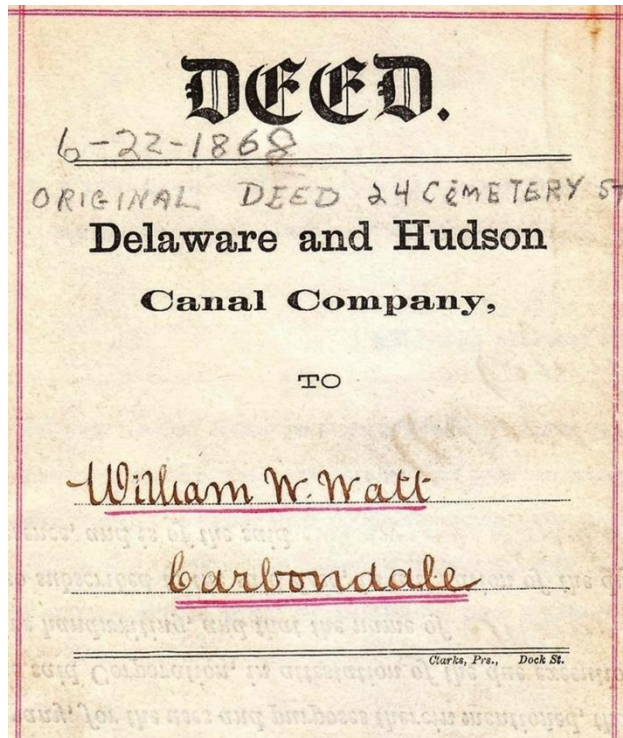
By the end of January 1874, the "land difficulty" in Carbondale was largely resolved in Carbondale, with the resumption of mining imminent: “There now seems to be a fair prospect of a prompt settlement of the land difficulty in this city, and a resumption of mining will, so we are informed, soon follow. We understand that a number of contracts have been entered into during the past few days between the agents of the Company and the occupants of the land which has been the cause of so much discussion of late. The contracts give the occupants the privilege of buying the land and paying for it in annual installments. It is the belief of some that work will be resumed by the first of February, but we have no reliable authority for saying that such will be the case. We only hope it may be.” (*Carbondale Leader*, January 24, 1874, p. 3)

On January 31, 1874, it was announced in the *Carbondale Leader* (p. 3) that the difficulties between the D&H and the miners on the question of leases were amicably settled and that work in the mines would soon be resumed.

And so, thanks to the enlightened managerial style of Thomas Dickson, the lease problem, to the complete satisfaction of all concerned, was solved. Most importantly, in solving that problem, there were no losers. Everybody won.

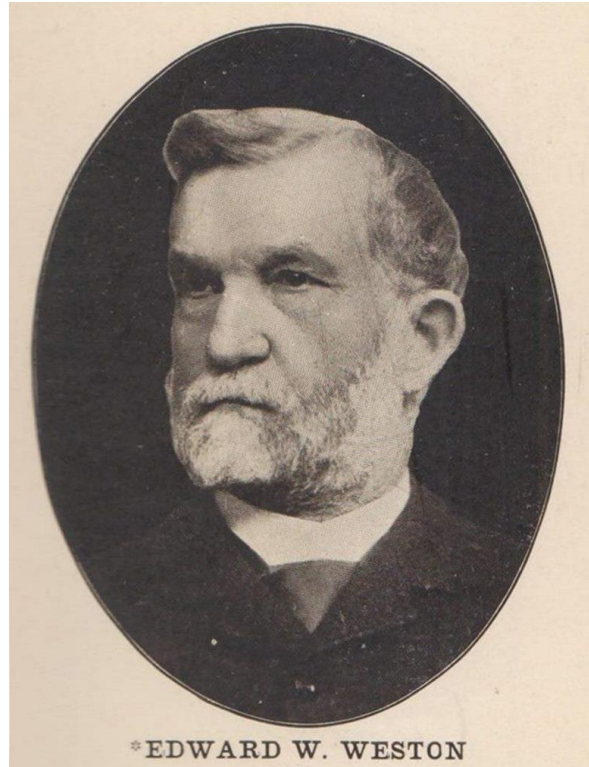
\* \* \* \* \*

Two photographs that were included in the published article, as given above, are shown below:



Detail of the deed, dated June 22, 1868, from the Delaware and Hudson Canal Company to William W. Watt, 24 Cemetery Street, on the east side of Carbondale. This deed is signed by D&H President Thomas Dickson and D&H Treasurer, Isaac N. Seymour. The properties in Carbondale that were the subject of the lease discussions in Carbondale in 1873 and 1874 were all on the west side of Carbondale.





Edward W. Weston, 1823-1891, served as the General Mining Superintendent, and then as the General Real Estate Agent of the D&H. When a delegation of the residents of Carbondale's west side went to Scranton to discuss "the lease question" with D&H officials there, they met with Edward Weston and, they reported, "they were treated with a great deal of disrespect by that official. They say he was overbearing, mulish, and exceedingly crabbed as to his manner; unreasonable and obstinate as to his conversation; stubborn and unyielding on every point they attempted to discuss with him."

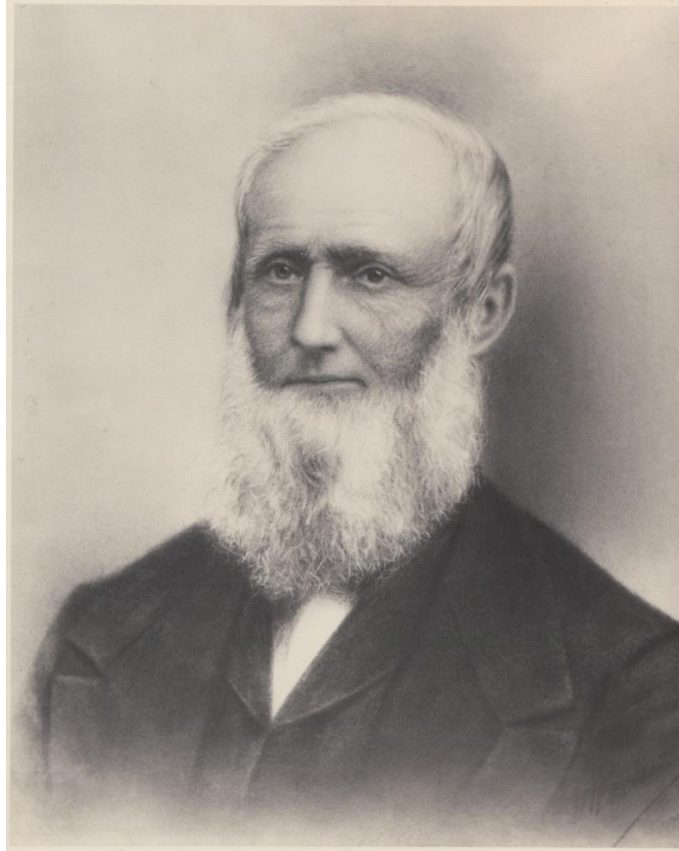
15. "Building a Railroad in the Wilderness, 1827-1829" by S. Robert Powell (*BLHS Bulletin*, March 2023, pp. 15-17, 19):

### **Building a Railroad in the Wilderness, 1827-1829**

By S. Robert Powell, Ph.D.

"We have a virtually unlimited quantity of anthracite coal at our disposal. We have customers in New York who need our coal and who will buy it. To get our coal to market, we're now going to build a rail-road from Carbondale to Honesdale, where our coal will be loaded into canal boats and taken to New York. We have here all the lumber that we will need, and we have the manpower to build a rail-road to get our coal to Honesdale. Where and how do we begin?"

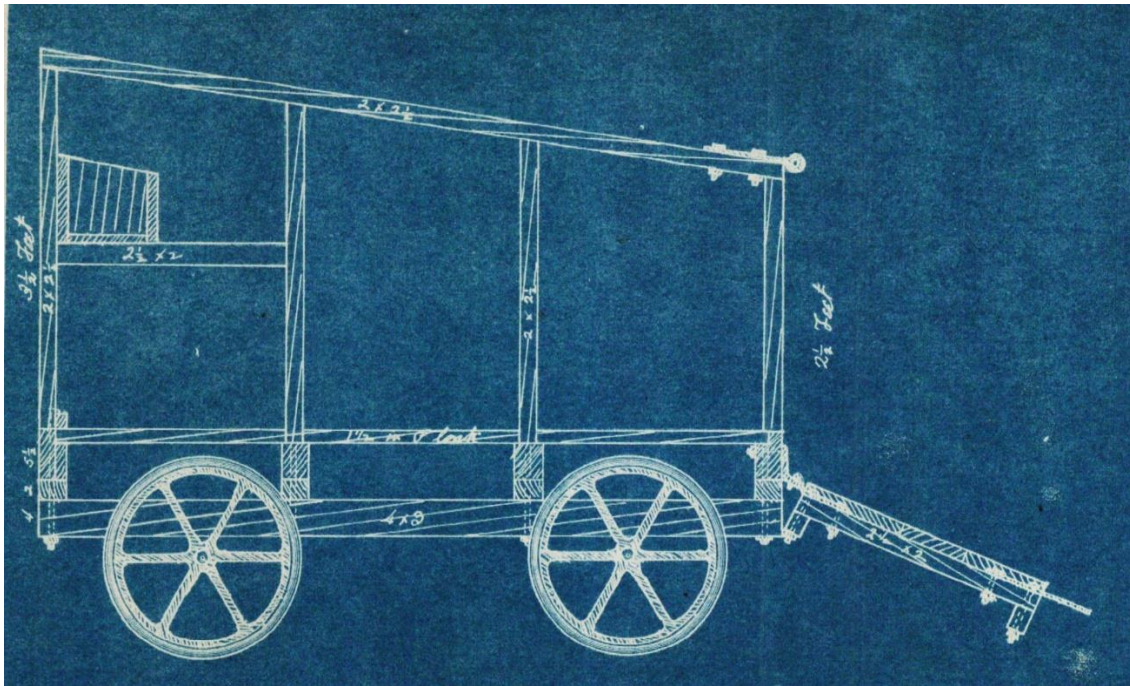




*John B. Jervis*, 1795-1885, designed and supervised the construction of five of America's earliest railroads, among which was the D&H Gravity Railroad (1829 configuration). Jervis also designed, in 1832, for the Mohawk & Hudson Railroad, the first locomotive with a swiveling 4-wheeled front bogie truck, the *Experiment*. With four of its six wheels mounted on a swiveling truck, the *Experiment* could reach speeds of up to 60 miles per hour.

**Conduct a Survey, Propose a Route.** On April 4, 1827, John B. Jervis, who was named Chief Engineer of the D&H on March 14, 1827, was directed to survey and locate a railroad from the proposed terminus of the canal, near Dyberry Forks, to the mines at Carbondale. On October 22, he presented a report, which was submitted to the Board of Directors on October 24. He recommended a double-rail railroad (a single track with a passing siding in the middle of each of the five inclined planes); timber rail capped by iron plates of rolled iron—not cast iron; five planes each having an ascent of from one hundred and twenty to two hundred and five feet, separated by short lines of levels of moderately declining road; chains not hemp ropes to pull the cars up the planes; five stationary steam engines at a cost, inclusive of the expense of procuring water, of \$24,500 in all; for the descent from the summit to Honesdale and to retard motion on the three steep descending grades, he proposed a simple contrivance of sails so connected with the gearing as to hold the cars to a low and safe velocity; for the nearly level distances—about 11 miles—

between the planes the use of seven steam locomotives of 6 or 7 tons was advocated; inclusive of railroad iron, bridges and machinery for stationary power, Jervis estimated the cost of the railroad would be \$178,228.13; 320 railroad waggons would be needed to transport 540 tons of coal daily, and estimated the daily cost of operation as \$159.32, a per ton cost of 29.5 cents or 1.8 cents per ton mile. Jervis concluded his report with these words: “Successful accomplishment will form a new era in the internal improvements of our country.” [emphasis added] (*Century of Progress*, pp. 43-46)



*Horse Cars* were used on the Gravity Railroad, in the period 1829-1845, to move horses from the head to the foot of the levels between Waymart and Honesdale.

**Manpower and Horsepower.** “We need men who know how to work in the woods, and we need teams of horses, and we have both right here, in Carbondale.” Work on the construction of the D&H Gravity Railroad was put under contract on November 25, 1827. The work was under the supervision of engineers John B. Mills (nine contractors and crews) and James Archbald (eleven contractors and crews). From *Ruth*, p. 17, we learn: “In all, 31 contractors and crews worked at building the railroad between March 1828 and June 1829.” Account books show that six primary contractors used over 300,000 linear feet (more than 56 miles) of lumber in building trestles and tracks for the railroad. [John Torrey said that trestles supported about one-third of the length of the railway.] Another ten miles of beams were used as ‘bracing.’ Construction of the road was completed in June of 1829. The construction cost was \$3 million.

**Build Trestles.** “We will construct the rail line, for the most part, through heavily forested land and over a mountain. As such, in order to minimize construction costs, there will be many trestles.” On this question, Jason Torrey, in 1882, said the following: “A plan of construction was adopted, designed to accomplish the object sought, with as little outlay as practicable. As at least nine-tenths of the entire distance was through unbroken forests, where timber could be very cheaply obtained, all heavy embankments for grade were dispensed with, and as far as practicable, without too short curves, heavy excavations were avoided. When the grade was more than four feet above the natural surface, trestle work of timber was used, and in some parts where the grade was still nearer the surface, wooden posts were placed upright in holes dug in the earth three or four feet in depth, and broken stones filled in around the posts—the tops of the posts being sawn off at the proper height to receive the cross ties upon which the rails were to rest. In other cases where the grade was near the surface, the cross ties, which were usually ten feet distant from each other, were supported by stone piers under each end.”

**Use Wooden Rails and Strap Rails.** Jason Torrey further noted: “Upon these cross ties were placed wooden rails of hemlock timber, generally six inches in thickness and twelve inches in height, and either twenty or thirty feet long, so as to extend across two or three of the spaces between the cross ties.” The rails were made fast to the ties by wooden keys, or wedges, and in such position that the space between the rails should be just the width of the gauge adopted, which was four feet three inches.

“Where can we get the strap rails and other materials that we’ll need to build this railroad?” In 1823, Horatio Allen graduated from Columbia University and was appointed Assistant Engineer of the Delaware and Hudson Canal Company. In 1827 he resigned from his position with the D&H and made it known that he was going to England to study there the emerging railroad technology, particularly locomotives. At that time, he was authorized by the Directors of the D&H and John Jervis to serve as the agent for the D&H while in England, and (1) to investigate the provision of three (possibly four) locomotives and to purchase one as a sample (“the locomotives are not to exceed four tons on four wheels and 6 tons to 7 tons on 6 wheels but a four wheeled locomotive is preferable”), (2) to investigate chains for the inclined planes, (3) to source strap rail (“to be trapezoidal in section 2 ½ inches on the base and 2 inches on the top with ½ inch thickness; the top corners may have a radius of three-sixteenths of an inch unless this increases cost and time”), and (4) to investigate and report on the management of wheels on the same axle and purchase samples.

Horatio Allen went to Great Britain. At Merthyr Tydfil in South Wales, he ordered made the strap rails for the rail line to Honesdale from Carbondale, but they were so poorly made that he refused to take them. He then went to Wolverhampton, England, and contracted with W. L. Sparrow of Temple Street, Wolverhampton, Staffordshire for 390 tons of rolled wrought iron strap rail: 15 ½ feet long, 2 ½ inches wide, and ½ inch thick. The D&H needed no less than 16 miles of strap rail for the 1829 configuration of the Gravity Railroad. If each piece of strap rail was 15 ½ feet long,

the D&H would need, therefore, 5,451 strap rails to open the road on October 9, 1829. The strap rails ordered were then manufactured and shipped to America, where they were received on or before June 1828. (Strap rails were used on the D&H Gravity Railroad until 1858-1859, when they were replaced with standard T-Rails.)

The need for railroad iron in the northeastern United States continued to be strong well into the nineteenth century. On Tuesday, October 5, 1853, for example, 5,020 tons of railroad iron from England arrived in New York. In the *Carbondale Transcript & Lackawanna Journal*, October 7, 1853, p. 3, we read: : "RAILROAD IRON.—On Tuesday no less than eight vessels arrived at New York from England with cargoes of Railroad Iron, viz: Ship *Medallion*, 893 tons; ship *Amelia*, 845 tons; ship *Moro Castle*, 782 tons; ship *Champlain* 745 tons; barque *Florence*, 485 tons; barque *Gleanor*, 350 tons; barque *Rainbow*, 500 tons; and the barque *Austin*, 420 tons—making a total for the eight vessels of 5,020 tons”.

**Use Rolled Iron Rails.** “Upon the top, and at the inner edge of these rails, flat bars of [*rolled not cast*] iron, two and half inches wide and half an inch thick, were laid and made fast by large screws through holes for that purpose in the iron bars. After a little experience the hemlock rail was found to be too soft for a firm bed for the iron bars, and strips of beech [or oak] 1 ½ to 2 inches thick and three to four inches wide were spiked to the top of the hemlock rail, and the iron bars fastened upon these beech strips. After a very little time the use of screws to fasten the iron bars was discontinued, and iron spikes used instead.” (*Torrey*, 1882)

These strap rails were punched with slotted holes countersunk for the heads of the screws with which they were to be fastened to the wooden rails and the upper corners of the bars were rounded in rolling to a quarter circle having a radius of three-sixteenths of an inch. One end of each bar was finished with a tongue five-eighths of an inch wide and three-fourths of an inch long which fitted into an equivalent recess in the adjoining end of the next bar. [Using strap rails, as most railroaders know, is problematical, because their ends can curl up and form “snake heads” which can pierce the floor of a rail car.]

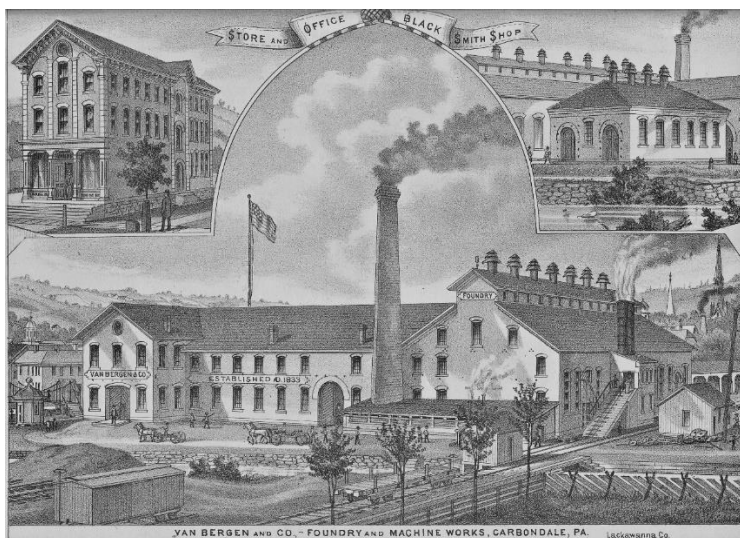
**Stationary Steam Engines Will Power the Planes.** Five stationary steam engines were purchased by the D&H from Messrs. Abeel & Dunscomb\* (375 Water Street, New York) and installed on Planes Nos. 1-5, and were ready to go when the line opened. Horsepower of these five engines: Plane No. 1, 30 hp.; Plane No. 2, 35 hp.; Plane No. 3, 35 hp.; Plane No. 4, 25 hp.; Plane No. 5, 35 hp. In his letter of February 5, 1847, to President John Wurts, James Archbald reported that the engines on Planes Nos. 1-5 “have all been increased in power and are to be still further increased this [1847] winter.”(The stationary steam engines that were needed by the D&H in the period 1845-1857 were purchased from the William Bourdon Foundry, 102 Front Street, Brooklyn, NY; the stationary steam engines that were needed by the D&H from 1857 on were purchased from the Dickson Manufacturing Company, Scranton—from whom the D&H bought sixteen 75-horse power engines in 1857. The several waterwheels that were used to power various D&H inclined planes in the period 1845-1868 were all made locally.)

**Use Chains to Move the Cars on the Planes.** “Where can we get chains?” In addition to procuring the necessary strap rail needed by the D&H in order to construct its Gravity Railroad, Horatio Allen also purchased in England for the D&H the chains that were needed to pull Gravity coal cars up and then lower them down the eight planes in the 1829 configuration of the line. (Chains were used for that purpose only from October 9 to the end of the 1829 shipping season. The chains broke repeatedly. When the Gravity Railroad opened in 1830 hemp ropes were in place on the planes. They were used successfully until the 1859 configuration of the Gravity line was installed and the hemp ropes were replaced with Roebling’s wire rope, (1 ¼ inches in diameter; initially made of iron, later made of low-carbon steel.)

**Lowering the Cars on Planes Nos. 6, 7, and 8 Will Be a Complicated Process.** John Jervis had a plan for braking on the down planes: “His [John Jervis] ingenuity was particularly apparent in his devising of a supplemental braking system for use on inclined planes. A trip of loaded cars would already be slowed somewhat in its descent because the chain to which it was attached would run up to a pair of large drums on the stationary steam engine, and around the drums several times (in the fashion of a double-pulley), then back down the incline where it would be attached to a trip of empty cars. As the loaded cars descended, their weight would pull the empty cars up the plane, and the resistance supplied by the empty cars would partly check the fall of the loaded cars. To slow them more, Jervis designed what he called a ‘pneumatic convoy’. Descriptions of this device vary, but most sources agree that it amounted to a 12-foot fan with eight blades, standing upright, geared to one of the stationary steam engine drums so that as the drum turned, it turned the fan at an even faster rate. As air resistance had a braking effect on the fan’s moving blades, the effect was transferred to the drum, then to the chain wrapped around it, and ultimately to the descending coal cars. For good measure, Jervis also instructed that at least one coal car in each trip be equipped with a conventional friction brake.” (*Ruth*, p. 13)

**Line the Fire Boxes with Fire Bricks.** “Where can we get fire bricks” In the collection of the Carbondale D&H Transportation Museum there are fire bricks that are marked “RUFFORD / STOURBRIDGE”. These bricks, which were used to line the interior of the fire chamber of each of the stationary steam engines on the Gravity Railroad, were found by John V. Buberniak at the head of Plane No. 7 on the Gravity Railroad. It is not yet known when the D&H began to line the fire chambers of the stationary engines with these Rufford bricks. Possibly Horatio Allen ordered Rufford bricks for the D&H during his trip to England? Possibly the D&H began using Rufford bricks at a later date? In any event, these Rufford bricks were made in Stourbridge, England, and were imported to America and used in the engine houses on the D&H Gravity Railroad, most probably from 1829 on.

Rufford fire clay, it should be noted, has a world-wide reputation, and its importance in the manufacture of fire-bricks, glasshouse pots, and a variety of other purposes in connection with the industrial arts is well known. Its chief value consists in its refractory character, which enables it to resist the highest temperatures without melting. As many as forty million fire bricks are produced annually in Rufford.



*Van Bergen & Co. Foundry*, Carbondale. From 1833 on, all of the wheels and metal components of D&H freight and passenger cars made in Carbondale were made in the Van Bergen Foundry. The Van Bergen building shown in the upper left corner of this engraving still stands today. The building, with gray stone lintels and sills, is 100 feet long, 28 feet wide, and three stories high. The Van Bergen company offices and show rooms were in this building.

**Make Coal “Waggons” of Wood.** Up to 1833, there was not a foundry in Carbondale that could produce wheels for Gravity coal “waggons”—which meant that the wheels needed either had to be purchased in New York or imported from England. From 1833 on, all wheels for Gravity cars were made in Carbondale. In *Hitchcock*, Volume II, p. 329, we read: "The first foundry [in Carbondale] was established in the village in 1833 by Alanson Reed, a Methodist preacher, and Abiran Guernsey, proprietors. It was located on Church and Foundry Streets, and was principally employed in casting wheels for the Delaware & Hudson cars. Reed & Guernsey dissolved partnership February 14, 1834, the firm becoming Eggleston & Reed, William Eggleston having purchased an interest. Later the firm became Eggleston & Wilbur, who in August, 1837, sold to Pierson & Co., who operated the foundry as the Luzerne County Stove Foundry. Later the firm became Pierson & Benjamin, T. Benjamin & Co., and on April 3, 1873, J. B. Van Bergen & Co." (Initially, there were 275 coal waggons, each with a capacity of 2 ½ tons on the Gravity Railroad. When the road closed in 1899, there were on the line 4,600 coal cars, each with a capacity of 5 tons, and each with 8 wheels and link and pin couplers.)

**Use Steam Locomotives on the Levels.** “Where can we get steam locomotives?” Horatio Allen also ordered locomotives for the D&H while he was in England. Throughout his life, Horatio Allen said that he ordered three engines for the D&H. Others have said that he ordered four. Much has been written on this question and we will not focus here on that question.



Remarkably, less than two years after construction began, in March 1828, the D&H Gravity Railroad from Carbondale to Honesdale opened for business.

And so, a body of determined and talented men, guided by intelligent engineers and enlightened leaders and managers with a plan, built a railroad in the wilderness to transport millions of tons of anthracite coal from the Lackawanna and Wyoming Valleys in northeastern Pennsylvania to a canal in Honesdale. It was an astonishing engineering achievement. On Friday, October 9, 1829, there surely must have been more than a few of the builders of that rail line in the crowd at the foot of Plane No. 1 in Carbondale who, bursting with pride and with broad smiles on their faces, watched come alive the railroad that they had built in the wilderness.

\* \* \* \* \*

\*Abeel & Dunscomb's foundry not only supplied the D&H with stationary steam engines for the 1829 configuration of the line, but also served as a demonstration venue for one of the first two locomotives that were imported from England by the D&H. In Philip Hone's diary for Wednesday, May 27, 1829, we read: "I went to Abeel & Dunscomb's foundry to meet a large party of gentlemen, who had assembled by invitation to see one of the new locomotive engines in operation, which was recently imported from England for the use of the Delaware & Hudson Canal Company, and which had been temporarily fitted under the direction of Abeel & Dunscomb. Among the visitors were the lieutenant-governor, chancellor, attorney-general, judges, senators, members of Assembly, and many friends of the undertaking. / The second locomotive steam engine which was imported for the Delaware & Hudson Canal Company was set in operation this afternoon at the works of Messrs. Kemble, in the presence of a large party of gentlemen, and succeeded as well as the one I saw yesterday at Abeel & Dunscomb's."

Garret B. Abeel was a major figure in the early history of the D&H. On January 7, 1825, subscription books were opened for the purpose of receiving subscriptions to the stock of the D&H at the Tontine Coffee House in New York, Kingston (Middle District Branch Bank), and Goshen (Orange County Bank). The notice announcing the opening of the subscription books is dated December 2, 1824, and is signed by Philip Hone, Lynde Catlin, Jonathan Thompson, and G. B. Abeel. On March 8, 1825, Garret B. Abeel was elected one of the Managers of the D&H.

\* \* \* \* \*

16. "The D&H Bank, Fractional Currency, and Obsolete Bank Notes", article by S. Robert Powell that was published in the April 2023 issue of the *Bridge Line Historical Society Bulletin*, pp. 12-15:

## The D&H Bank, Fractional Currency, and Obsolete Bank Notes

S. Robert Powell, Ph.D.

On March 8, 1825, the D&H Canal Company was formally organized. On March 21, 1825, its corporate headquarters were established in a building at 13 Wall Street that the managers purchased for \$29,000. At that same address, the Company, using \$500,000 of its capital, established a bank, with banking rights limited to 20 years (the bank's charter to expire on November 19, 1844). On March 31, 1825, engraved copper plates for printing bank bills and the first bank paper were ordered.

The building remained in exclusive possession of the D&H until April 21, 1831, when the D&H leased for two years a portion of its office space at 13 Wall Street to the National Bank, a New York corporation, for a yearly rental of \$2,500, the D&H reserving for its own use the two front rooms on the second floor and the front room on the third floor. Late in 1832, this lease was followed by the sale of the property to the United States government, and on December 18 it was formally conveyed to the purchaser.

Shown here is a detail of a stereographic view, published by E. & H. T. Anthony & Co. (American and Foreign Stereoscopic Emporium, 501 Broadway, New-York), of the Nassau Street/Wall Street area of New York City ("Anthony's Instantaneous Views, No. 3938, Looking up Nassau St. from the corner of Wall, showing the Post Office"). The three-story building at the far left is 13 Wall Street, D&H corporate headquarters and the location of the D&H Bank.



The original D&H corporate headquarters and the D&H Bank were located at 13 Wall Street, New York City. Shown here is a detail of a stereographic view, published by E. & H. T. Anthony & Co., New York, of the Nassau Street/Wall Street area of New York City. The photo is titled



“Looking up Nassau St. from the corner of Wall, showing the Post Office”. The three-story building at the far left is 13 Wall Street (seen from the back, from Nassau Street; note the “Delaware and Hudson Canal Co.” sign above the window on the third story of the building). The front of the building (not seen in this photograph) faces on Wall Street. Taking a picture of the D&H building was not the intent of the photographer. Only by chance does the D&H building appear in this photo, which may well be the only photo in existence of the D&H building at 13 Wall Street.

**Delaware and Hudson Bank Notes.** Relatively little is known about the bank of the Delaware and Hudson Canal Company and the notes issued by the bank. We know that the bank issued \$1, \$2, \$3, \$5, \$10, and \$50 notes. A photo of a \$3 bill is shown here. Notices about counterfeit one- and five-dollar D&H bank notes in circulation were published in local newspapers.



Three dollar bill, issued by the Delaware and Hudson Canal Company Bank, 13 Wall Street, NY. Note that the bill, dated “Nov 5 1833”, is signed by John Wurtz, President of the D&H, 1831-1858. Photo in the collection of the Carbondale Historical Society.

In the *Dundaff Republican* of March 20, 1828 (p. 3) we read: "*Caution.* One dollar notes of the Bank of the Delaware & Hudson Canal Company altered to five are in circulation. The alteration is very well done, but they may be detected by the word *five* in capital letters, in the body of the note being larger and fainter than the word *dollar*, which is not the case in the genuine. *N. Y. Jour. of Com.*" (*Dundaff Republican*, March 20, 1828, p. 3)

Six weeks later, in the *Dundaff Republican* of May 1, 1828 (p. 3), it was brought to the attention of readers of that paper that altered one-dollar notes of the D&H Bank, altered to five, were in

circulation: "One Dollar notes of the Bank of Delaware and Hudson Canal Company, altered to five, are in circulation. The alteration is well done."

In the following year, altered one-dollar D&H notes were again discovered in circulation, this time in Albany, NY. In bringing that fact to the attention of its readers, the *Dundaff Republican, and Canal & Rail Road Intelligencer* (July 30, 1829, p. 3) reprinted a notice from the Albany paper about the counterfeit D&H notes in the Albany area. Readers of that notice not only learned of the existence of these counterfeit notes in Albany, but also how the alterations were accomplished by the counterfeiters:

*"Altered Bills.*—We have just seen a one dollar bill of the Delaware and Hudson Canal Co. very ingeniously altered to five dollars, by extracting the ink from the word "five," and pasting the figure 5, at the head of the bill, upon the figure 1. So skillful is the workmanship, and so well calculated to deceive, that the bill had been taken in payment by a very respectable merchant, and by him passed to another, before the cheat was discovered. We noticed a similar alteration a week or two since, in a bill of the same bank, except that the 'one,' instead of being extracted by a chemical process, to make way for a substitute, was carelessly blotted with ink, &c. / Alb.[any] Pap[er]."

**Carbondale/Luzerne County, Pennsylvania Financial Instruments.** The financial specimen / instrument, value 25 cents, shown here, is in the collection of the Carbondale Historical Society. Until recently, this specimen was thought to be *fractional currency*.



Bank note/financial instrument for twenty-five cents. Notes such as this may have been produced by Gillespie, Pierce and Co., a private bank in Carbondale, for W. H. and J. E. Richmond, so that they could conduct business at their store on Main Street in Carbondale. Photo courtesy of the Carbondale Historical Society.

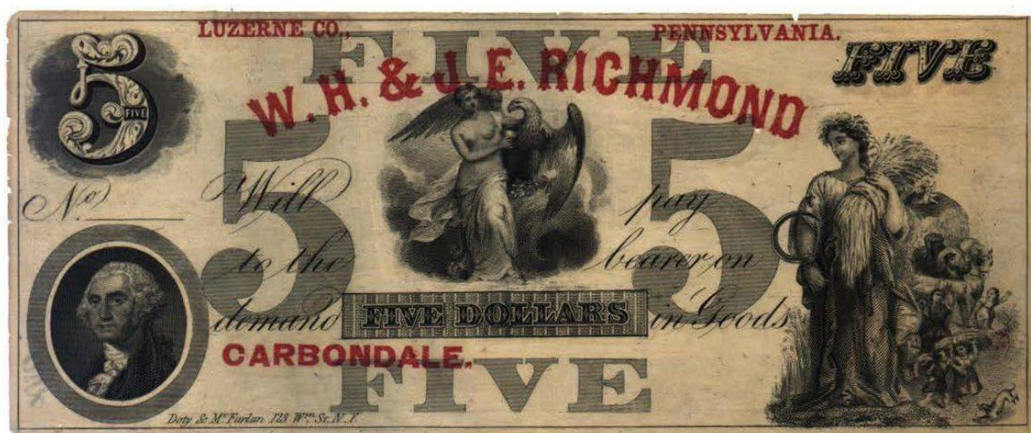


At a recent symposium on the history of the Delaware and Hudson Canal Company that was hosted by three Pennsylvania historical societies (Carbondale, Waymart Area, and Wayne County) and by the Pennsylvania Canal Society, we made the acquaintance of Bob Graul, who has in-depth knowledge about nineteenth century money and financial instruments, and who noted that the financial instrument (value 25 cents) shown here is not fractional currency.

**What Is Fractional Currency?** During and after the Civil War, many people, who were not as trusting of a piece of paper as they were of precious metals, hoarded gold and silver coins, which resulted in a shortage of coinage in the marketplace. To solve that problem, the Federal government issued fractional currency (paper money with a face value of less than one dollar and without serial numbers, and which could be redeemed by the U.S. Postal Service for its face value in postage stamps).

The idea of fractional currency first surfaced when the Treasurer of the United States, General Francis Elias Spinner, glued a couple postage stamps to a piece of paper. Eventually, the idea made it to Congress, and President Abraham Lincoln signed the Postage Currency Act on July 17, 1862. Five fractional currency issues, each with different designs, were issued by the Federal government. The first fractional currency bill was issued on August 21, 1862, and the last bill issued was February 15, 1876.

We have learned from Bob Graul, who consulted with both Robert Vandevender II (the president of the Society of Paper Money Collectors; see *Pennsylvania Obsolete Notes and Scrip* by Richard T. Hooper), and Wendell Wolka (who writes monthly for *The Numismatist*, the official publication of the American Numismatic Association) about the financial instrument referenced here. Robert Vandevender II: "There are no public sale records of any notes from this issuer. This [Carbondale] note is a true rarity." Wendell Wolka: "It's unlikely that any bank was involved with this note since no bank is listed on the note. It was a direct issue of Richmond and redeemed by him directly. This was a quite common practice in those days. If a bank was involved, the bank would have been holding money from Richmond."



To facilitate their doing business in their store on Main Street in Carbondale, W. H. and J. E. Richmond may have commissioned Gillespie, Pierce and Co., a private bank in Carbondale, to produce \$5 bank notes. It is also possible that the Richmonds had vouchers of various denominations privately produced that were redeemable in their Main Street store.

In addition to the W. H. and J. E. Richmond financial instrument, value twenty-five cents, discussed here, there is also a W. H. & J. E. Richmond financial instrument, value five dollars, in the archives of the Carbondale Historical Society.

Why did W. H. and J. E. Richmond have these financial instruments, value twenty-five cents and five dollars, produced? They did so, because they were engaged in business on Carbondale's Main Street and, in the absence of coins in general circulation, these privately issued financial instruments (they are either bank notes, *scrip*, issued by an un-named bank, or they are vouchers produced by W. H. Richmond himself), facilitated their doing business: "RICHMOND & ROBINSON, / Dealers in Staple and Fancy Dry Goods, Boots & Shoes, Hats, Caps, Furs, Hardware, Crockery, Groceries, Provisions, &c. &c."

Shown here, from the archives of the Carbondale Historical Society (Gritman Collection), is a photograph of the Richmond and Robinson store (Richmond became the sole owner in 1851) that was located on the southeast corner of the present-day intersection of Salem Avenue and Main Street, Carbondale. The addition to the building on the right, marked "SHOE SHOP," became Carbondale's first post office.



On the reverse of the photograph, W. H. Richmond, himself, wrote the following: "Photo of the first, or one of the first, framed buildings erected in Carbondale, about 1829 or 30. The front at

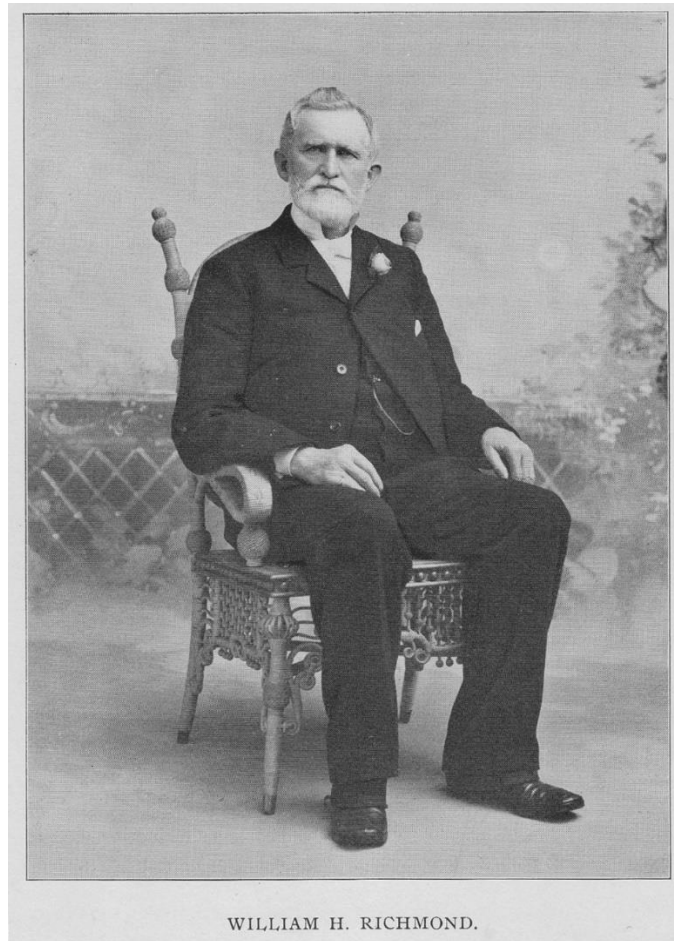
that time was a plain door and windows like those in second story. A new front with porch and pillars was put in April 1845 when Richmond and Robinson rented the building and commenced business, with stock of general merchandise, except intoxicating liquors. The store building was erected it is understood by Salmon Lathrope [the father of the senior editor of *The Carbondale Leader* in May 1895]. William H. Richmond succeeded to the business of Richmond and Robinson in 1851. The store building was burned down on September 15, 1855, as were a large number of buildings on the Main Street.”

Robinson rebuilt his store following the fire. Shown here is a photograph, from the archives of the Carbondale Historical Society, of the building that was erected by W. H. Richmond on the same site, following the 1855 fire.



The caption on the reverse of this photograph, in W. H. Richmond's own hand and dated August 7, 1901, reads as follows: "Photo of store building erected by Wm. H. Richmond in 1855 after the building was burned that was built by Salmon Lathrope in 1829 or 30 which stood upon the same ground, and it was understood to be the most imposing and convenient store building in North Eastern Penna, it was occupied by Mr. Richmond until 1865, and leased to Messrs. Crane, and in 1867 or 8 sold to Messrs. Pascoe Baker & Scurry. The building was erected after the great fire of Sept 15<sup>th</sup> 1855, and in the first part of January 1856 was filled with a full stock of goods ready for business. A grand opening was held on the evening just before business was resumed, where a large number of business men of Carbondale and vicinity were assembled, and after refreshments a number of speeches were made, notably one by the rising young lawyer P. C. Gritman, who prophesized of the grand outlet for transportation of coal to the north and west by R. Road that would some day be built along the banks of the Lackawanna River. The affair was reported by the late G. M. Reynolds who was owner and editor of the principal paper. / Wm. H. Richmond / Richmond Hill; Scranton / Pa / August 7<sup>th</sup> 1901"

**Who issued the Bank Notes (or Are They Vouchers?) Shown Here to W. H. and J. E. Richmond?** Were these financial instruments a direct issue by W. H. Richmond himself, to be redeemed by him directly, or were they issued by a bank? (No bank is named on any of these notes; if they were issued by a bank, the bank would have been holding money from Richmond.) At present, we do not know for certain the answer to that question. If they were issued by a bank, it is highly probable that the bank in question was the only bank in Carbondale at the time, Gillespie, Pierce and Co. (a private bank, established in the 1850s by Thomas Gillespie, James Stott, and Horatio S. Pierce, at the corner of Main Street and Sixth Avenue; in 1864, Gillespie, Pierce and Co. became the First National Bank of Carbondale).



William H. Richmond (10-22-1821—03-14-1922). Merchant, industrialist, coal operator, philanthropist. He was a major figure in the history of the Delaware and Hudson Canal Company and of anthracite mining in northeastern Pennsylvania.

**Obsolete Carbondale Bank Notes/Vouchers and the History of the D&H.** In addition to their value as a financial instruments in the history of American coinage, these W. H. and J. E.

Richmond financial instruments are also important documents in the history of the D&H, for three reasons, all of which relate directly to W. H. Richmond: (1) W. H. Richmond and Charles Pemberton Wurts (nephew and adopted son of John Wurts, third president of the Delaware and Hudson Canal Company) were business partners from 1860 to 1863; (2) W. H. Richmond was an important figure in the history of the Delaware and Hudson Canal Company and its mining and breaker operations in the Lackawanna Valley and beyond; (3) W. H. Richmond implemented important structural innovations in breaker design in the coal fields of northeastern Pennsylvania.

We will not focus here on W. H. Richmond and his important working relationship with the Delaware and Hudson Canal Company and its mining operations. Instead, in the pages of this column in the months ahead, we will take a close look at the important role played by W. H. Richmond, a photograph of whom is shown here, in the history of the Delaware and Hudson Canal Company.

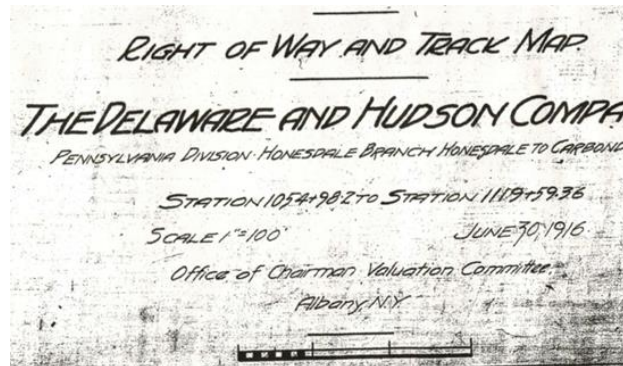
\* \* \* \* \*

17. Interior view of the D&H Shops at Colonie (“D&H No. 4022 inside the D&H Shops at Colonie, NY”). Photo posted by Rich Pennisi in *Remembering The Delaware & Hudson Railroad Facebook Facebook* group, February 9, 2023:





18. D&H Honesdale Branch, Right of Way and Track maps, post by S. Robert Powell in *Remembering The Delaware & Hudson Railroad* Facebook group, January 11, 2023:



RIGHT OF WAY AND TRACK MAPS, HONESDALE BRANCH (Carbondale to Honesdale) of the D&H: People have been looking for them for a long time. Where are they hiding? We would very much like to have a copy for our archives.

**Joseph Senese Sr.:** If I had any I would definitely share with you my friend.

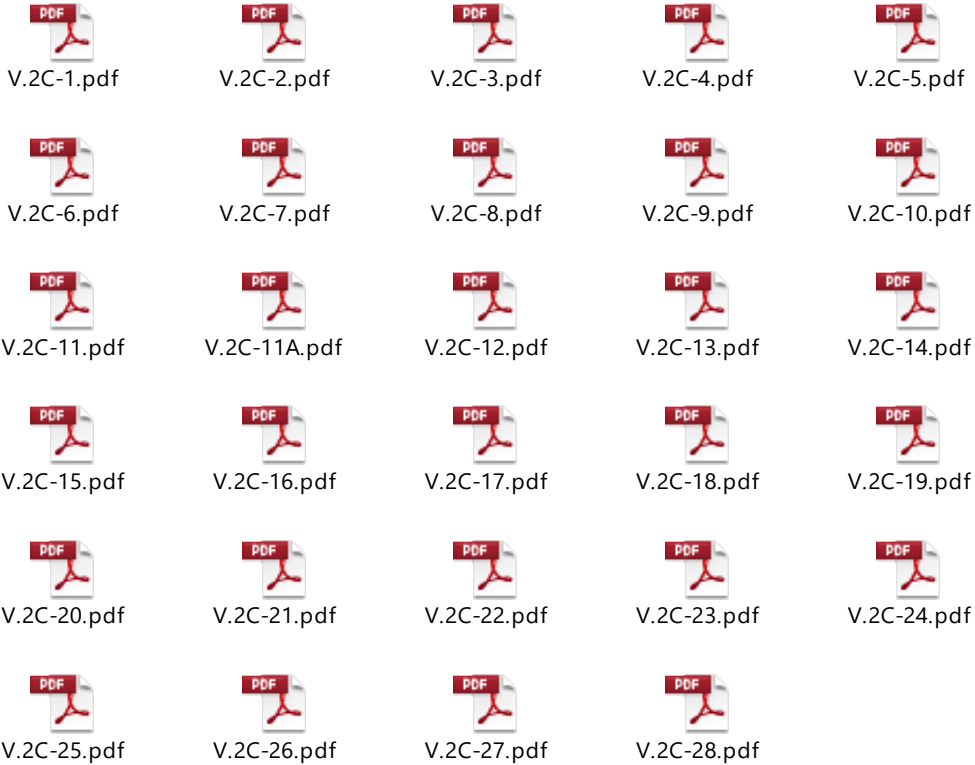
**Kevin Carr:** I think I can help you out. Will check tomorrow...believe I have pdf copies of these maps. [Kevin worked in the Engineering Office of the D&H/CP; his phone number 518-488-9182]

**Kevin Carr:** DM me an email address and I will try to forward the pdf's to you.

[I sent Kevin my phone number; he phoned me and I gave him my email address. He sent the 29 maps.]

**Carbondale Historical Society & Museum, Incorporated:** Thank you.





01 Honesdale  
02 Honesdale  
03 Seeleyville  
04 Seeleyville  
05 Prompton  
07 Steene  
08 Keene  
10 Hubbard's  
11 Waymart  
11A Waymart Station  
12 Lake Ladore  
14 Canaan, PA  
15 South Canaan Loop  
19 No. 4 Pond area.  
20 Quigley  
21 Panther Bluffs  
23 White's  
24 Lincoln Avenue  
26 Bushwick  
28 Lookout Junction

## D&H V2C maps Honesdale Branch

**S. Robert Powell <srp18407@gmail.com>**

12:  
29  
PM

to K C

January 19, 2023

Kevin:

Thanks again for the copies of the "research materials" that you sent my way yesterday. In the coming weeks, I will study them in detail, and in doing so, I'm sure that I will learn many "new" facts about the Delaware and Hudson railroad that are not noted in existing D&H publications.

Over the years, I have done a lot of research and writing on the D&H (see attached file, SRP 2023 Journal, p. 19, SRP D&H Bibliography), and I am confident that my examination of these 'new' research materials will result in several additional articles on the D&H.

Sincerely,

Robert

S. Robert Powell, President  
Carbondale Historical Society  
One North Main Street  
Carbondale, PA 18407-0151  
570-282-0385

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**K C**

1:1  
2  
PM

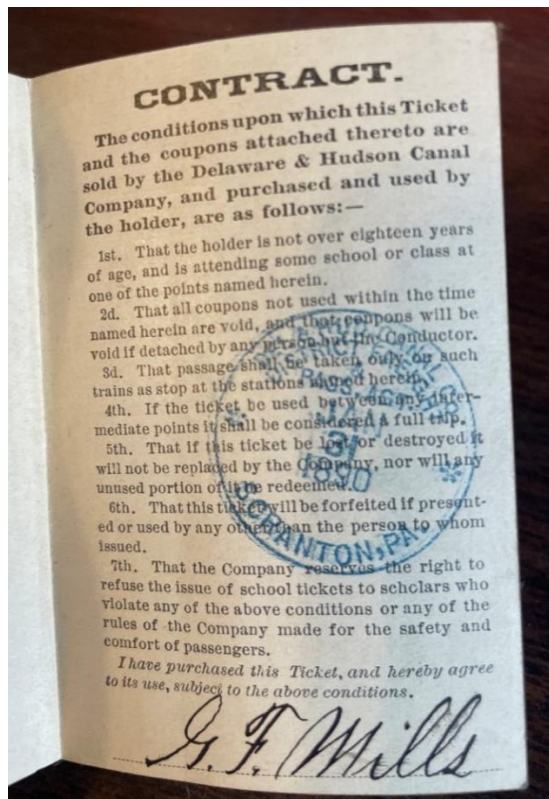
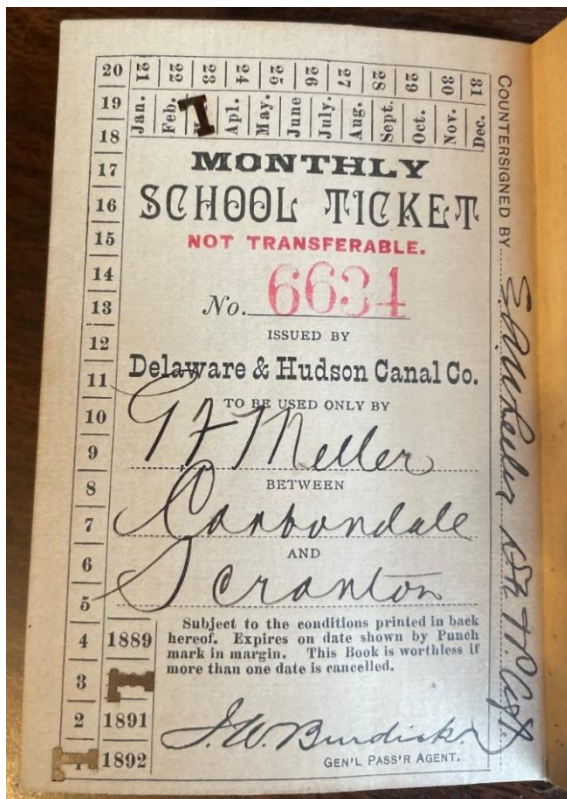
to me January 19

Thanks Robert... that is a very impressive list of publications. We always had a copy of the Bridge Line Historical Society newsletters in the Engineering office on the D&H/CP so I'm sure I read some of your articles. So glad we could connect and you now have those maps.

Take care,  
Kevin Carr

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19. Monthly School Ticket, No. 6634, on D&H trains, issued March 1, 1890, the user (G. F. Mills) could use the 46 tickets to go anywhere between Carbondale and Scranton. General passenger agent at the time, J. W. Burdick. Ticket book added recently to Cody Gonsaul's D&H collection (this material via email from Cody Gonsauls, February 19, 2023):



Student: G. F. Mills. The person selling the ticket must have heard the student's last name as "Miller".

20. D&H Gravity Railroad Plane No. 14 engine house site (electronically enhanced), February 22, 2023, by Scott Bennett (site owner):



# Shadows from the past

Inbox

S

**Old Bear**

Wed,  
Feb 22,  
1:51 PM

SRP

Thought you would enjoy this.



**S. Robert Powell <srp18407@gmail.com>**

10:  
25  
AM

to Old Bear

February 23, 2023

Scott:

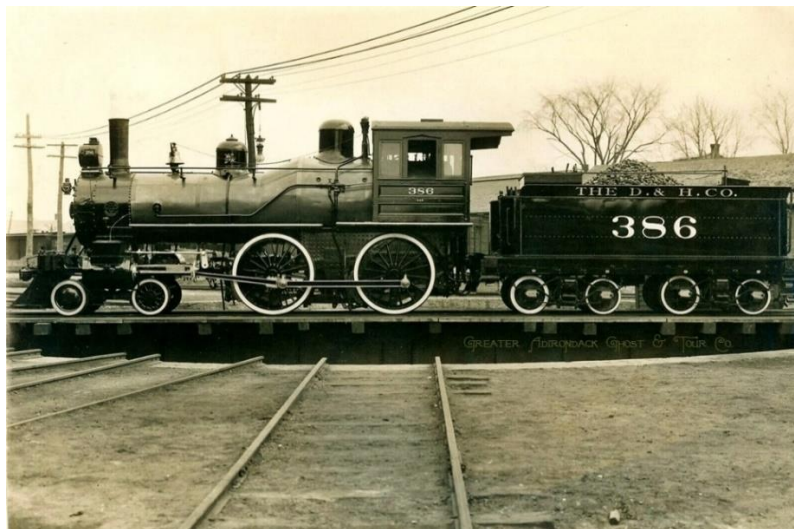
Beautiful! Nicely done!

With appropriate management and care (and with some advanced electronic know-how) the Plane No. 14 engine house site becomes again itself.

On with the show!

Robert

21. D&H Engine No. 386 photo, posted in *Remembering The Delaware & Hudson Railroad* Facebook group on February 23, 2023, by Richard Wingler with this comment: "Thought you all would like to see this."



"Here's today's PHOTO OF THE DAY!!! This incredible 1913 photograph takes us to the Plattsburgh railroad yard, a staple of the City's waterfront for 150 years! In the foreground, D&H locomotive No. 386 sits on the "turntable" in front of the yard's 10-bay "roundhouse," the garage where engines were stored and parked when not in use. At the time of this photo, 386 was 24



years old and from its shiny paint and fresh lettering, appears to have just been refurbished. The yard itself was laid out in 1852. Built to serve the "Montreal and Plattsburgh Railroad," its construction represented a very important milestone in the growth of our area; connecting the town to the busy port of Montreal by rail. The site later became part of the Delaware and Hudson line, with tracks running south to Albany and New York City beyond. Aside from being one of the busiest places in town, the rail yard was also quite dangerous. Gruesome accounts of injuries and even deaths among railroad workers of the period can be readily found in the local papers. The yard's use declined throughout the late 20th Century and over the decades that passed, many of the original Victorian buildings disappeared as the needs of the railroad changed. The old roundhouse was eventually destroyed by fire and in 2002, the last surviving structure was removed (along with all of the tracks) to make way for a planned hotel and conference center. Much of the 19th Century rail yard was redeveloped into a parking lot and today, few traces of this important link to Plattsburgh's early industry survive."



**Greater Adirondack Ghost and Tour Company (Plattsburgh, NY):** "A photo of the "roundhouse" and machine shop (left) at the Plattsburgh Rail Yard as they appeared in 1914, just one year after today's photo! The locomotive was actually photographed sitting on the "turntable" directly in front of the roundhouse."

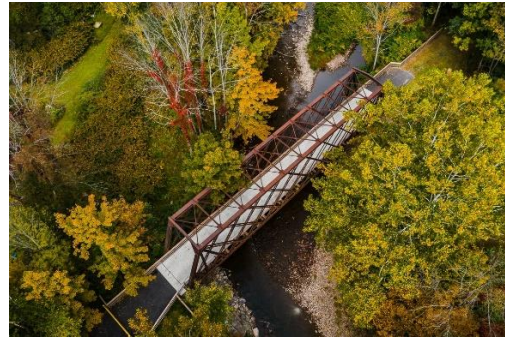
22. D&H police badge, bought by Cody Gonsauls, February 2023



23. Starrucca Creek Bridge photos and text, posted by Sherman Cahal, Sunday, February 26, 2023, on the *Remembering the Delaware and Hudson Railroad* Facebook group page:

“The **Starrucca Creek Bridge**, a unique quadrangular lattice through truss, was erected over Starrucca Creek on the Delaware & Hudson Railroad in northeast Pennsylvania. The quadrangle lattice through truss was built in 1904, and a parallel plate girder bridge was added in 1929. The route between Carbondale and Lanesboro, including this bridge, was abandoned in 1982.

The unique crossing has since been renovated and incorporated into a scenic rail-to-trail. More on this bridge can be found at <http://bridgestunnels.com/location/starrucca-creek-bridge/>. A history of the Delaware & Hudson Railroad Penn Division can be found at my partner site: <https://abandonedonline.net/.../delaware-hudson-railway>. [Superficial history with errors. This fellow knows a lot about bridges but not much about the Jefferson Branch.]



**Rock Ledge Farm:** “Had the fortune to jeep, film, and photograph the entire line from nineveh to carbondale during summer 1986 (or 87?) during the scrapping.. At the time, the rails were still intact on the northern portion until a mile below Jeff Jct, and being used by the scrap train. A long line of gondolas were at Lanesboro on the passing track, filled with rail and smaller steel. A short cut of empty gons sat at Jeff Jct awaiting steel. South of there, the bare railbed between MP141 and carbondale yard was like a freshly-graded 2-lane highway, in many places much wider, it was a beautiful grading job, very well-done. there were only two obstacles to bypass, the starrucca high bridge was gone as well as the highway overpass south of the big curve at thompson. Ararat

summit had suffered some recent storm washouts/drainage issues but passable. Was an enjoyable driving adventure despite the sad circumstance.”

**Geoff Ross:** I believe the second bridge was originally similar to the remaining bridge and was installed when the line was double tracked. It was damaged in derailment and replaced with the plate girder bridge. Not sure of the dates.

**Geoff Ross:** Did a bit of research after my post. The line was double tracked in 1922 [incorrect year] and a second lattice bridge was added to the right (Southbound) of the 1904 bridge. It was replaced in 1966 with the plate girder bridge.

**John Bifano:** Crossed that in an 88 Buick Regal with three buddies after the rails were removed over the ties on a jaunt southbound toward Simpson with a subsequent visit to the old O&W Northwest Breaker. Scary but worth every minute. My Dad was a brakeman, fireman and an engineer who worked out of CDale Yard in the 40s and then Hudson Yard afterwards, ending his tenure in Green Ridge.

**S. R. Powell:** Interesting rail-fanning accounts and personal recollections, to be sure. For the record, here are some basic facts about the Jefferson Branch:

### **Jefferson Branch: Basic Facts**

By S. Robert Powell

**1870:** When the Jefferson Branch of the Erie Railroad opened on October 10, 1870, it was a single-track, single-gauge line (6-foot Erie gauge). The Chief Engineer on the construction of the line, which was built in 20 months as a cost of two million dollars, was Bryce R. Blair, born in Glasgow, Scotland in 1832, died in Carbondale in 1894. In late August 1871, the rails for making the line dual-gauge (by adding a third rail for standard-gauge rail cars) "arrived upon the ground here." (*Carbondale Advance*, August 26, 1871, p. 3), and the line was made dual-gauge. In February 1888, it was announced that the single-track, dual-gauge Jefferson Branch would be double-tracked during the spring and summer of that year. Here is the announcement that was published in the February 4, 1888 issue of the *Carbondale Leader*: "TO DOUBLE TRACK THE BRANCH. / The Work Will Be Begun Early in the Spring. / The single track railroad between this city and Susquehanna has for a long time been over-taxed. The traffic during the past year has been constantly increasing until the necessity for better facilities to meet the growing business of the road has forced itself upon the company. It is now authentically reported that the N. Y. L. E. & W. R. R Company have decided to double track the Carbondale Branch. Yesterday a special car reached this city with Chief Engineer Bucholz and other officers of the Erie road. The party were on a tour of inspection, preparatory to ordering the construction of a parallel track along the entire route. It is understood that the work will be commenced early this spring and completed during

the summer. This will be 'hailed with gladness' by the gentlemen whose skill in railroad work has been taxed to move the large number of trains that daily are started over the line, while the coal train crews that have been compelled to 'lay to' in the sidings for an hour, will be quite as happy when they learn that the road is to be arranged for running trains north and south without the present danger of colliding." (*Carbondale Leader*, February 4, 1888, p. 4)

**1981:** In 1981, the D&H embargoed the Jefferson Branch south of Brandt. The rails between the Carbondale yard and Stevens Point were torn up and removed in less than 8 months. The line from Nineveh, NY to Stevens Point, PA remained in place and was used for High-Wide loads that were too large to pass through the Binghamton-to-Albany Susquehanna Division's tunnel near Belden Hill, NY, re-routing these loads to Stevens point, and up the Erie's Jefferson Connection to the Erie Main and on to Binghamton and points west. The section north of Brandt was used until December 1985, when the rebuilding of the Belden Hill tunnel was completed.

**Early 1991:** In early 1991, the remaining portion of the Jefferson Branch north of Brandt was removed, and the Jefferson Branch ceased to exist.

24. Post by Pearce family on *Facebook Remembering the Delaware and Hudson* group, February 24, 2023:

**Jeff Thomas:** My grandfather Bill Pearce and me Carbondale 1973.



**Carbondale Historical Society & Museum, Incorporated:** Yes , the Pearce family lived on Canaan Street, and William A. Pearce worked as a foreman for the D&H. In the 1973 *Carbondale City Directory*, we read: "Pearce Wm A (Ruth A) formn D&HRR h78 Canaan St" "Pearce Wm E USA r78 Canaan St" "Pearce Ruth A utilitywn Gentex Corp r78 Canaan St"

**James White:** my grandfather Harry Ransom work for D&H back in the 50's took me down to the Carbondale yard to see the trains!



**Rowland Sharp:** The locomotive is ex Reading 2102, made over as D&H 302. Amazingly, this locomotive survived, is now owned by the Reading and Northern, just underwent a multi million dollar restoration, and in addition to excursion service, was used several times to pull revenue freight in 2022.

**John Hayes:** rode behind R&N 2102 last summer! A beauty!!!

**Rowland Sharp:** A whole lot better than when I rode it from Dearborn (Chicago) in 1968. It broke down near Valpariso on an excursion. We sat there for 3 or more hours. Finally fixed, sort of, it ran around the train, coupled to the gondola and ran backwards for 50+ miles at track speed to Dearborn. That it survived all this time and is in beautiful condition today, is truly astonishing to me.

**John Hayes:** she never missed a beat on the round trip from Reading to Jim Thorp!

**Tucker Major:** Delaware and Hudson Sesquicentennial, same engine different location; 1973, Saratoga Springs, NY. Me on the left and my best friend. His father was a great railroad buff. He took us boys down to the station to see this engine and the 4 8 4 excursion train pass by.



25. Genesee Valley Transportation Acquires PA engine: Posted on *Facebook* on March 2, 2023, in *Remembering the Delaware and Hudson Facebook*, February 24, 2023, was the following:

**Genesee Valley Transportation acquires PA locomotive for office car train and excursion operation Unit had been restored by preservationist Doyle McCormack, displayed in Portland, Ore.**



Doyle McCormack's PA locomotive on display at the Oregon Rail Heritage Center in June 2017.  
Scott A. Hartley

PORTLAND, Ore. — Genesee Valley Transportation has agreed to acquire the Alco PA locomotive restored by preservationist Doyle McCormack and will run the unit on main line passenger excursions, the short line company announced today.

McCormack and GVT Rail President Michael D. Thomas finalized the agreement in a meeting Wednesday at the Oregon Rail Heritage Museum in Portland where the locomotive, built for Santa Fe and later operated by Delaware & Hudson, but restored by McCormack as Nickel Plate Road No. 190, has been stored and displayed.

“This is a once-in-a-lifetime opportunity to obtain the ‘Spirit of St. Louis’ of locomotives,’ Thomas said in a press release. “On behalf of our ownership group and the entire time at GVT Rail, we are ecstatic that Doyle has entrusted us with the stewardship of his great gift to rail preservation.”

The GVT board and its now-retired chief mechanical officer, Don Colangelo, had a longstanding relationship with McCormack, and has long made it clear it was interested in acquiring the locomotive in the future, said Charlie Monte Verde, GVT Rail's vice president of strategic planning. GVT officials had kept in touch with McCormack about the unit on a regular basis.

Monte Verde told *Trains* News Wire that the PA will travel east “sometime soon,” and suggested that this might occur as early as April. Arrangements are being made for its journey, emphasizing security of the locomotive and efforts to streamline the movement over various Class I railroads. The PA's travels will be covered on GVT's Facebook page.



Monte Verde says there may be a “gala welcome event” when it is delivered to the Delaware-Lackawanna yard at Scranton, Pa.

Upon arrival, the engine will go to GVT’s Von Storch Locomotive Shops in Scranton, to determine what needs to be done to make it operational. Monte Verde says that he understands that the prime mover can be fired up.

Monte Verde said initially the PA will be used to power GVT’s Office Car Special, which makes regular business train runs on D-L. He says that the railroad runs other passenger events, and they likely will see the PA on the head end. “There is a lot of potential for this locomotive,” he says.

The locomotive began life as Santa Fe No. 62L, built in December 1948. It was one of four PA1s sold to the Delaware & Hudson in 1967 for use on the railroad’s New York-Albany-Montreal passenger service, retaining the warbonnet paint scheme, but with D&H blue replacing Santa Fe red. No. 62L became No. 18.



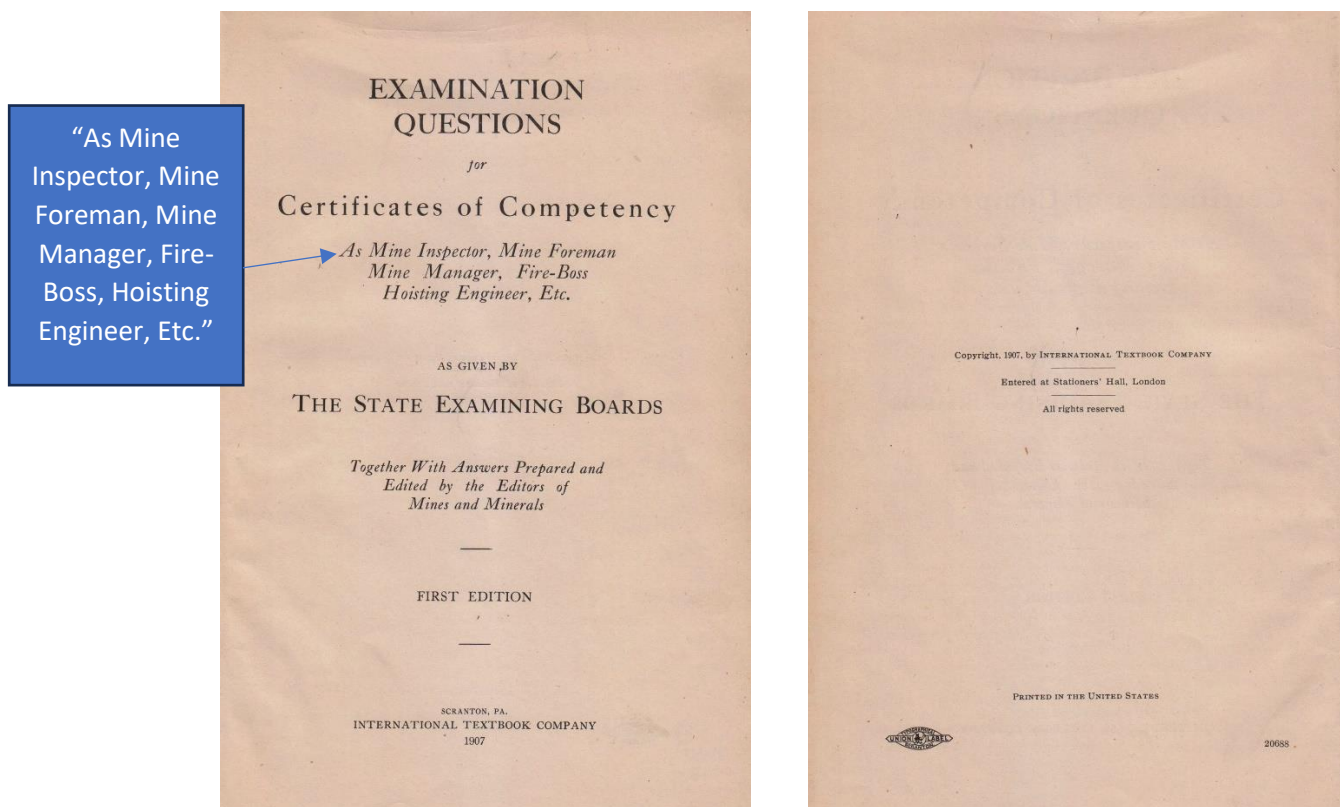
Delaware & Hudson PAs 19, 18, 17, and 16 at Bison Yard in Buffalo, N.Y., on October 28, 1978, en route to Mexico. Photo by Douglas J. Fear

The units became expendable when the Albany-Montreal route was not included in Amtrak in 1971, and all four were shipped away, with two leased to Steam Tours Inc. of Akron, Ohio, and two traded in to General Electric for new units during a period when Erie Lackawanna management was essentially overseeing the D&H. But under president C. Bruce Sterzing, the railroad reclaimed the four PAs — the tour company was behind on lease payments, and the planned purchase of new GEs had fallen through — and eventually used them when Amtrak restored Albany-Montreal operations. During this period, all four locomotives were rebuilt by Morrison-Knudsen, with their 2,000-hp 244 prime movers replaced by 2,400-hp 251 engines. The rebuilds were dubbed PA4s.

They again became expendable when Amtrak began using Rohr Turboliner trainsets on the route, and after brief periods in freight service and on lease to the Massachusetts Bay Transportation Authority, they were sold to Mexico in 1978. In 2000, the shells of two of the locomotives, which was all that remained, were returned to the U.S. with the help of the U.S. and Mexican governments and the Smithsonian Institution. One shell is under restoration at the Museum of the American Railroad in Texas; McCormack acquired the other.

“It’s been a long road and a remarkable story for this locomotive,” McCormack said in the GVT press release. “We couldn’t be happier than to see NKP 190 go to a family of railroads like GVT Rail.”

26. Mine Exam book in the collection of Cody Gonsauls: a 532-page treatise on anthracite mining. Book comparable to a college level textbook (not for use by individual miners to study in order to be awarded certificates of competency). Book borrowed by SRP on March 5, 2023:



27. D&H traffic stats for 1959, received from the BLHS (from the Jim Odell collection) via Breezy, March 2023. For data on freight received at Carbondale, see p. 6:



D&H Traffic  
Statement 1959.pdf

28. “Removing the fill at the Horseshoe curve at Thompson, PA, after the Jefferson Branch closed”; photo posted on *Remembering The Delaware & Hudson Railroad Facebook* group, March 21, 2023 by Rock Ledge Farm:



**Norman J. Barrett:** Most of the Thompson fill was coal fines. At the time they had no market value. When the fill was removed (by Popple Bros.) it could be used with little if any cleaning. I was told that they hauled 300 tri-axle truck loads a day, five days a week for a month.

**Silas Robert Powell:** Street level photo, May 17, 2020, of this bridge on the Thompson horseshoe curve:





**Silas Robert Powell:** The bridge (erected in 1949), seen from below, on May 17, 2020:





29. *The Schuylkill Navigation*, p. 8 of *Canal Currents*, issue 202, Winter 2023, *Bulletin of the Pennsylvania Canal Society*:

The anthracite coal fields of northeastern Pennsylvania were connected with Philadelphia by means of the Schuylkill Navigation.

## Book Review: *Inland: The Abandoned Canals of the Schuylkill Navigation*

By Harold Aurand Jr.

At its height, the Schuylkill Navigation used 27 canals and a series of slackwater river pools to connect the anthracite coal fields of Northeastern Pennsylvania with the market of Philadelphia. Sandy Sorlien, the author of *"Inland: The Abandoned Canals of the Schuylkill Navigation,"* spent almost 30 years living in Manayunk, near the southernmost of the company's canals. It was only in middle age, when she took up sculling on the slackwater pool behind the Fairmount Dam, that she began to think seriously about the river. A book given to her as a gift that had pictures of the canal system, and an invitation to join the Fairmount Water Works, the educational center for the Philadelphia Water Department, furthered her interest, and inspired this rather unique work.

Overall, Sorlien's book can be divided into three main parts. The first is a forward and series of three essays that provide a brief history of the Schuylkill Navigation, a primer on canal terminology for those new to the field, and a description of the author's efforts to explore the remains of the old canals. The second is a collection of 93 full-page color photos of what is left of the canal. Finally, there is a section which provides in-depth descriptions of each photo. Some go into more detail on the history of the structure, some discuss more about its current location and how it is presented to the public, and some just describe the thrill of discovery as she found these often-remote sites.

Sorlien is an award-winning photographer. All the pictures are well done, and many are beautiful. More importantly, perhaps, she has been involved in both urban planning and the study of place. The latter is a discipline which believes every location is different, with a unique combination of natural attributes, like hills and streams, a human-built environment of structures and roads, and a larger cultural meaning. The Gettysburg Battlefield, for example, looks like rolling farmland, but to Americans, should mean very much more. Anyone who has lived in a single community for a long time can probably think of sites that carry personal meaning for themselves or others. Although not covered in a heavy-handed way, one thing Sorlien focuses on is the role the remnants of the Schuylkill Navigation do and should continue to play in the communities it passed through.



*"Inland: The Abandoned Canals of the Schuylkill Navigation"* by Sandy Sorlien was published in 2022 by George F. Thompson Publishing, 192 pages, hardcover, ISBN 978-1-938086-91-5.

Photo provided by Harold Aurand Jr.

This is particularly important for communities along the Schuylkill. Like all of the anthracite canals and rivers, coal wastes often washed into their watercourses, particularly during floods. Dredging was a constant need, and water quality was less than ideal. In 1945, Governor James H. Duff began a river restoration project. Dredged materials were put up on shore. Most of the remaining canal structures were bulldozed or buried. What remains is often in isolated, out of the way locations. In fact, Sorlien admits the majority of her photos were taken in the winter when there was less undergrowth blocking her view. Too many people live along the canal and don't know it is even there. It should play a larger role in people's conceptions of where they live.

*"Inland: The Abandoned Canals of the Schuylkill Navigation"* has good maps. It does a real service by bringing all of these pictures together in one place. Few people, even those who are canal enthusiasts, will have the time or energy or bushwhacking skills to visit all of these sites. Sorlien's writing has a real sense of excitement and passion. Finally, for a book with around a hundred pages of large color photos, it is reasonably priced. I paid about \$40 for my copy from Amazon.



30. "Forest City, Pa., 1974", photo in Mike Ray collection, posted on *Remembering The Delaware & Hudson Railroad Facebook* group, March 27-28, 2023: SRP: "This is not Forest City. It's Union Dale."



"Forest City, Pa., 1974", Allison photo in Mike Ray collection.

**Larry Malski:** Beautiful picture but I believe this location is Uniondale Pa! Forest City did not have an at-grade crossing with automatic crossing protection. But soon that lead unit in this picture will be gracing the rails of the Penn Division just a few miles south of this location!

**Carbondale Historical Society & Museum, Incorporated:** Yes, I agree, Union Dale (two words).

**Larry Malski:** When I started my railroad career in Green Ridge Yard in 1970 the D&H Employee Timetables listed it as Uniondale one word! So I used the railroad version of its designation.

**Carbondale Historical Society & Museum, Incorporated:** Yes, I understand. It's one of those "six of one and a half dozen of another" situations. Many people from the community in question strongly advocate on behalf of the two-words designation, which is why I posted the two-words comment. From the perspective of the D&H, the question of one word or two is not an important or real concern. As Juliet says to Romeo in the Shakespearean play: "What's in a name? That which we call a rose / By any other name would smell as sweet." Long live the history of the D&H and the communities that it served well for so many years. [I am very pleased to see that this comment from me got a "Like" from Norm Barrett.]

31. Photo (“Train 555 with M630 4566 and M636 4706 and 19 cars at Essex, NY October 4, 1991”) posted in *Remembering The Delaware & Hudson Railroad Facebook* group by Gordon Smith, April 4, 2023:



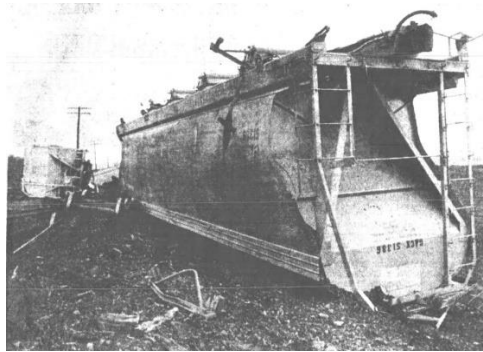
Train 555 with M630 4566 and M636 4706 and 19 cars at Essex, NY October 4, 1991

**Carbondale Historical Society & Museum, Incorporated:** Photos of D&H trains on trestles or in stations or in dramatic contexts (passing under the Starrucca Viaduct, at the top of the mountain at Ararat, by rivers and lakes and mountains, or on commemorative excursions and events) are, of course, wonderful to see. But for me, the train photos that I like the most are everyday work trains, carrying out the day-to-day business of the railroad. Photos of trains passing through farmland (as in the photo shown here) are the best. Every time I see such a photo, I say to myself: "There it is, the America in which I was born and raised, and which, regrettably, no longer exists."

**Gordon Smith:** Thank you.

32. “D&H runaway, April 09, 1983, Lackawanna Valley”; photo posted on *Remembering The Delaware & Hudson Railroad Facebook* group, April 10, 2023, by Daniel Mol Jr.





“April 10, 1983: Railcar takes wild ride through county. Three railroad cars filled with plastic pellets went on a wild ride from Carbondale to Olyphant on April 9. The cars, each weighing 100 tons, started rolling around 4 p.m. along the old Scranton branch line owned by Delaware and Hudson Railroad, authorities said. The cars reached an estimated speed of 100 mph as they raced through Carbondale, Mayfield, Jermyn, Archbald, Jessup and Olyphant. The cars finally came to a stop when they jumped the tracks on the property of the former Red Breaker operated by the D&H in Dickson City.”

33. Presentation by Bill Merchant on the D&H Canal on C-Span 2: Saturday, April 15, at 5:30pm ET.

## D&H Canal on C-SPAN!

On Fri, Apr. 14, 2023 at 7:23 AM Bill Merchant <historian@canalmuseum.org> wrote:

“I had my general presentation on the D&H Canal video recorded by CSPAN last November for their American History TV.

“I just wanted to let you know that this program got bumped up and will be airing Saturday, April 15 on C-SPAN 2 at 5:30pm ET.

“It will also air next Sunday, April 23 at the same time on C-SPAN 3. After the first airing it will be available here: <https://www.c-span.org/video/?523813-1/19th-century-economic-importance-delaware-hudson-canal>

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Bill Merchant  
Deputy Director for Collections, Historian & Curator  
D&H Canal Historical Society  
historian@canalmuseum.org  
917-821-4134

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To Bill Merchant: April 14: 10 AM: Bill: “Congratulations. This is wonderful news. Robert”

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34. The two S. Robert Powell Pennsylvania Cable Network interviews, 2015 and 2016:

## PA Books: Powell Interview on Delaware and Hudson Railroad Volumes I-V

By S. Robert Powell

[https://ia800903.us.archive.org/1/items/VTS011\\_20190120/VTS\\_01\\_1.ogv](https://ia800903.us.archive.org/1/items/VTS011_20190120/VTS_01_1.ogv)

On Wednesday, February 4, 2015, from noon to 1 P.M., Brian Lockman, President and CEO of the Pennsylvania Cable Network, and one of the original four members of C-SPAN, interviewed S. Robert Powell about Volumes I-V of his 24-volume series on the Delaware and Hudson Railroad.

At the conclusion of the interview, Brian Lockman said to Robert Powell: "Robert, that was an amazing interview. Thank you very much. I've been doing Pennsylvania Books for many years, and this interview with you today is the only instance in all those years that I have ever done a one-hour interview with anyone in a single take."

Brian Lockman then said to the author: "Robert, I'm now going to ask you to do something that I have never before asked an author to do. Will you please autograph these copies of Volumes I-V in your D&H series." Robert: "With the greatest of pleasure. Thank you."

The interview, which has won rave reviews from colleagues and friends, was broadcast on PCN on Sunday, February 15, 2015, at 7 PM.

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## PA Books: Powell Interview on Delaware and Hudson Railroad Volumes VI-X

By S. Robert Powell

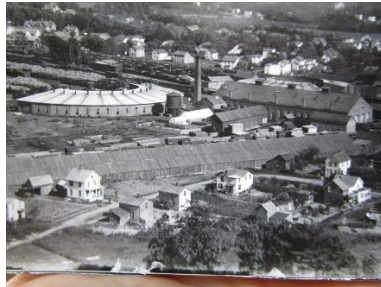
[https://ia800901.us.archive.org/34/items/VTS011\\_20190120\\_1559/VTS\\_01\\_1.ogv](https://ia800901.us.archive.org/34/items/VTS011_20190120_1559/VTS_01_1.ogv)

**PA BOOKS.** On December 10, 2015, Brian Lockman, President and CEO of the Pennsylvania Cable Network, interviewed S. Robert Powell about Volumes VI-X in his 24-volume series on the Delaware and Hudson Railroad that were published on October 9, 2015, the 186th anniversary of the opening of the D&H Gravity Railroad from Carbondale to Honesdale on October 9, 1829.

This one-hour interview on Volumes VI-X, like the PCN interview on Volumes I-V, was completed in a single take. The interview, which has won rave reviews far and wide, was broadcast on *PA Book* on PCN on Sunday, January 17, 2016.

PCN is Pennsylvania's educational, public affairs, and cultural cable TV network, and is carried by more than 145 cable providers in Pennsylvania.

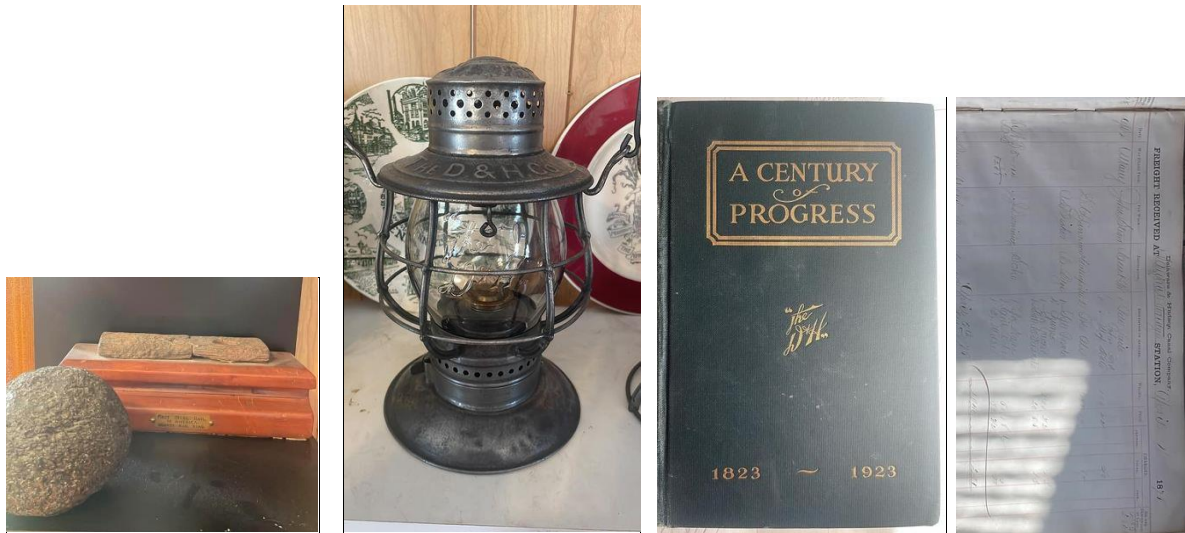
35: "D&H Shops at Oneonta, NY," photos posted on April 24, 2023, in the *Facebook* group *Remembering The Delaware & Hudson Railroad*, by Benjamin Campbell: "Three nice images of the Oneonta shops. The two overview scenes have been published before but these are higher resolution than normally seen. I do not recall seeing the image of the interior of the blacksmith's shop which remained a virtual museum of vintage equipment until it came down in the 90's."



36. “D&H 200 years,” post by Carbondale Township Historical Society, April 23, 2023, on *Remembering The Delaware & Hudson Railroad Facebook* group:

## **Carbondale Township, Pennsylvania Historical Society**

“Happy 200th to the D&H!”



### **Happy 200th Birthday to the Delaware and Hudson Railroad!**

“As past posts have shown, the railroads and coal mines are an important part of our historical past. Two hundred years ago today, April 23, 1823, the Delaware and Hudson Canal Company was formed. It would later (on April 29, 1899) change its name to the Delaware and Hudson Railroad, until its buyout by Canadian Pacific rail in 1991. And without the D&H our area wouldn’t have developed into the industry and growth we have today.

Below are a few pieces in our collection besides the dozens of books and documents we have accumulated over the years.

Our first photo is of an original piece of strap rail used by the canal company in its early days of operation in the 1800s. This was later replaced with the railroad beams we know today. Along with a natural ball formed piece of coal found along the tracks formed by water washing over it from the Lackawanna River.

The second photo is of a D&H trainman’s uniform.

Our third photo is of a D&H Co. Railroad lantern stamped with matching embossed glass. This lantern could have been carried by anyone along the lines from railyard workers, office managers, gaurdsmen, etc.



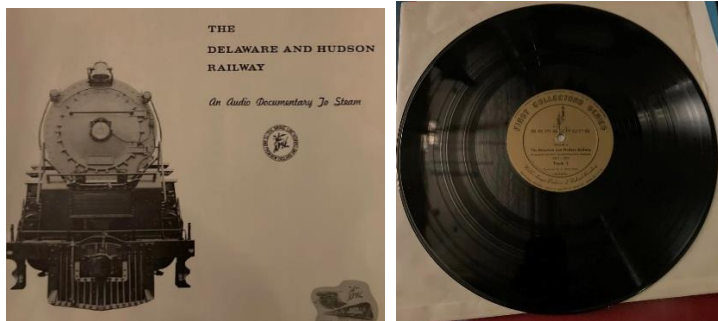
The fourth photo is a book the D&H published on their 100th anniversary celebration in 1923. Or 200 years ago today.

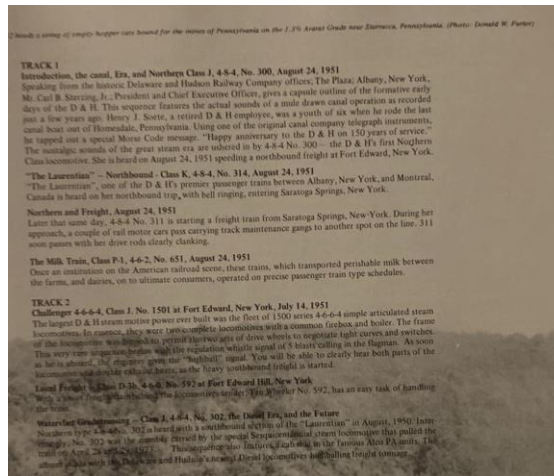
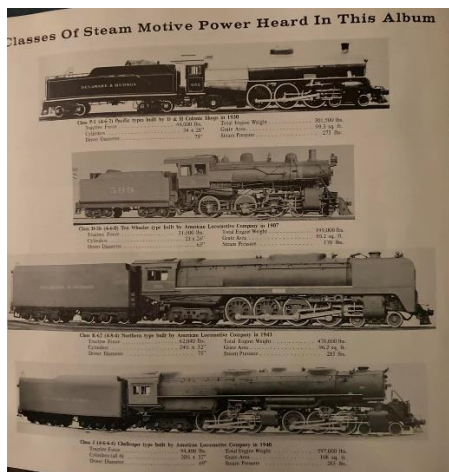
The last photo is of a freight ledger from the canal company from 1876-1877. It shows freights to and from stations along the railroad mainly from the Central Bridge area in New York.”

37. **Carbondale Historical Society & Museum, Incorporated:** “Celebrating today, April 23, 2023, two hundred years of amazing history. Three cheers for the D&H!” Posted on *Remembering The Delaware & Hudson Railroad* Facebook group by S. R. Powell, April 23, 2023:



38. Keith Salamone, *Remembering The Delaware & Hudson Railroad* Facebook, April 23, 2023: “Was listening to this yesterday night. The challenger track was the best. The record is mint.”





39. “Engine House site on Plane No. 14 on the Gravity Railroad,” posted in *Remembering The Delaware & Hudson Railroad* group on Facebook, on April 26, 2023, by Scott Bennett:



“Brand new to the group, but hopefully with something to offer. We are the owners of a 16-acre property outside of Honesdale, PA that formerly operated as Plane No. 14 of the D&H Gravity RR (1845-1899). This is a photo of the last remaining Gravity engine house foundation operating

(1868-1899) located here with a super-imposed photo of an actual D&H engine house 75hp dual piston steam engine from the Dickson Engine works.

We have formed a PA 501(c)(3) nonprofit called the *Chapel of the Ruins* to help preserve and provide access to this treasure. I'm currently completing an Inventory of Historic Resources and will publish a link when it is completed.

And a happy 200th Anniversary to the D&H Crew! btw - I'll provide an attribution for the original engine photo, but have to look it up & will do so once the Inventory is done & out.”

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Plane 14 makes its Internet debut:



S. Robert Powell <srp18407@gmail.com>

7 PM on April 26

Scott:

Wow, wow, and wow! Wonderful!

Plane 14 has made its Internet debut! And to rave reviews!

What a great idea! This will open the door to the D&H Gravity Railroad for many people, and much good will follow.

Robert

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40. Another wonderful Ararat photo, posted on Facebook on April 26, 2023 in the *Remembering The Delaware & Hudson Railroad group* by Rich Pennisi with this caption: “D&H 706 and two others with a caboose [heading North] are at Ararat, Pa. 03-12-1971”



**Gordon Smith:** “I remember these caboose hops. The crews used to run every day north from Hudson to Oneonta and return the next day, then back north the next day and so on. If the PC didn’t have anything for us or nothing off the LV, the crew would take a set of power and caboose north, often picking up any northbound traffic at Green Ridge, if nothing they’d just go with the caboose.”

**Edward Seaman:** “Love that contrast with the snow. Looks like a pusher set?”

41. E-mail from Scott Bennett about Plane No. 14, April 26 and 29, 2023:

Farnum’s Latches Inspection 0 4/25/23

Inbox



Old Bear

Wed, Apr  
26,  
9:23 AM



Robert:

Pleased to report a successful inspection with 40+ photos from the Farnum's Latches vicinity to process. Unfortunately, that project is behind the CotR Inventory on this old bear's action list. I am also reviewing the Plane No. 14 text you forwarded, and hope to have cogent comments for you when next we meet.

In the meantime, I am forwarding this email to let you know about an exciting tool that will greatly aid our correlating the D&H maps to the existing geography. The USGS has developed an online app call topoBuilder that allows the user to create custom topo maps. Using that tool, I created a USGS topo map of the Farnum's Latches area and then used the Procreate app on my iPad to overlay the 1895 D&H map excerpt attached to your text. The result greatly facilitated my understanding of "what was where" in 1895.

Until next time...

Scott



On April 26, 2023, at 10:27 AM, S. Robert Powell <srp18407@gmail.com> wrote:

April 26

Scott:

The topoBuilder app will be a very useful tool for locating and identifying nineteenth century railroad beds.

It wouldn't surprise me to learn that the builders of the nineteenth century railroads, without the aid of present-day technology, laid down the rail lines where they did, in perfect alignment with the contour lines that we can now see on topographical maps.

Disregard/delete the first two pages of the Plane 14 text that I sent you a couple of days ago ("Plane 14 Working Document"). Those two pages are muddled and unclear and are now being thoroughly REVISED, and when the revision is complete, I'll send you a revised / clarified / updated version. Pages 3 to the end of that document (photos and some text) are OK.

My writing style: Get it on paper, Revise, Revise, Revise.

Best,

SRP

-----

Slope of Plane No. 14

Inbox

S

**Old Bear**

9:51  
AM

to me, Scott, Sally

April 29, 2023

Robert:

Work proceeds on the CotR Inventory of Historic Resources. I have some photos of the loaded track & side view of Plane No. 14 descending from the intersection of the planes, and was curious as to how the working plane looked vs. what remains at the Chapel today.

In your Vol. 2 on the 1845 configuration, Plane No. 14 is described as "629 feet long (rise 102.55 feet)". After refreshing my recollection of high school trigonometry, I determined that the sine of the angle of Plane No. 14's slope was  $102.55/629 = 0.163$ . Using a table of sines, I found that the angle of the slope of Plane No. 14 was approx. 9.5.

The attached marked-up photo how a 9.5° slope appears. As you will note, the drawn slope closely matches the slope of the earthen construction of Plane No. 14. My conclusion is that the light track of Plane No. 14 could have been laid directly on the ground, with trestle required only for that portion of Plane No. 14 that passed over the loaded track.

Hopefully, a future discovery (Hensel 1104?) will provide us with a photo of the actual Plane No. 14 to confirm or refute this conclusion.

I'm a bit behind on my work after picking up a tick & nasty case of Lyme during invasive barberry eradication work last weekend, but Dr. Paula hit me with a knockout shot of broad-spectrum antibiotics yesterday & the old bear is on the mend.

Scott





Intersection of tracks @ Plane No. 14

Inbox

S

**Scott Bennett** <taobound@mac.com>

4:1  
2 P  
M

to me

Robert:

As we discussed, all the photos I have seen of Gravity RR planes show them being straight as an arrow.

I've spent time over the past couple days lining things up: cable channel -> head of the plane -> point where light track continues straight as driveway turns to the left -> point where plane recommences after crossing loaded track -> base of plane. Here's a graphic representation of my conclusions. I think the general concept & location is accurate given the information available.

Scott



-----



6:2  
4 P  
M

**S. Robert Powell** <srp18407@gmail.com>

to Scott

5:30 PM on April 29

Scott:

Wow! You've nailed it! What a wonderful depiction of Plane 14. This rendering of the plane will be very useful to show people who can not visualize the location and the crossing of Plane No.14 and the loaded track on the Plane 14 site.

What I like especially about these renderings that you have done is that they clearly show--and make comprehensible--the fact that the loaded track passed under Plane No. 14 on its way to the roadbed that we walked on, the other day, above the Lackawaxen on the east side of Bear Swamp Road.

I know that you're not looking for a job, but there are, I'm sure, many architectural firms who would hire you on the spot if they saw this rendering of Plane No.14. Your knowledge of trig is ten times more advanced than mine. In high school, I took Plain and Solid Geometry--and loved both courses and did very well in them. Trig, well, after one or two classes, I realized immediately that anything beyond solid geometry was more than I could handle.

You mentioned Hensel 1104: We have a very substantial collection of Hensel photographs, but we don't have 1104. I've never seen it.

For my notes, tell me again, the name of your friend and neighbor on the other side of Bear Swamp Road. He is, for sure, a "Friend of the D&H Gravity Railroad."

Your encounter with a tick during your Barberry eradication program is scary. Fast medical attention saved the day.

There are quite a number of folks who believe/who want to believe that there are "ghosts" in City Hall. Tonight, a bus load of folks from Wilkes-Barre will spend five or six hours in City Hall. My role in all this: Welcome them (in about 15 minutes) to City Hall, tell them about some alleged paranormal happenings in City Hall--and then turn them loose for four or five hours so that they can "document" anything paranormal that they find/experience here.

Robert

-----

**Scott Bennett**

8:2  
5 A  
M

to me: April 30, 2023

Robert:

My neighbor's name is Lon Westphal. He formerly worked for Metro North.

We're looking forward to hearing stories about the spooky happenings at City Hall. Sounds like a lot of fun.

We also enjoyed the Wally Life video about the Gravity on YouTube that you narrated. We live in wondrous times with all of this information so readily available.

I'm going to supply the CotR Inventory of Historic Resources to you & Sally as a pdf, but I'm also going to have some copies printed up by our local printer so I can share them with our neighbors and perhaps pique their interest in historic preservation. In addition to Lon, Mike & Darci Sorrentino (the owners of the Farnum's Latches area & track beds we share), and Mary Evans, who owns the other half of the track beds across Bear Swamp Rd., will definitely receive copies.

Feeling much better this morning as the antibiotics kick in. This is my 2d go-round with Lyme. Nasty stuff. Got a gallon of 0.5% Permethrin spray delivered on Friday to treat our outside work clothes. Permethrin is made from chrysanthemums and messes with the ticks' tiny nervous system. Our old supply ran out & this old bear was too slow getting resupplied — a mistake that won't be repeated.

Hopefully, the next email you get from me will include a link to the completed Inventory.

Scott

-----

42. Thomas H. Johnson photographs of D&H sites that have surfaced recently, thanks to links from Hank Loftus, April 2023:



Breaker at Dickson, Del. & Hudson Canal Co.



Lake View, near Waymart, Del. & Hudson Canal Co.



Racket Brook Breaker, Del. & Hudson Canal Co., c. 1863-1865



Scranton Terminus, Del. & Hudson Canal Co., c. 1863-1865





The Pockets, Honesdale, Del. & Hudson Canal Co.



On the Moosic, East, Del. & Hudson Canal Co

43. Oneonta freight yard photo (“Oneonta Freight yard – 1949” photo by Norm Collins) that was posted on *Facebook* in the *Remembering The Delaware & Hudson Railroad* Facebook group, May 2, 2023, by Danielle Van Voorhis:



**From:** S. Robert Powell <srp18407@gmail.com>  
**Sent:** Friday, May 5, 2023 9:29 AM  
**To:** Engr. Breezy <engrbreezy@hotmail.com>  
**Subject:** Great photo

May 5, 2023

Breezy:

Maybe you've seen this photo? It was posted in the *Remembering The D&H Facebook* group a couple of days ago. Photo by Norm Collins in 1949.

The photo captures the living, breathing, ready-to-go, work-day reality of the Oneonta yard.

Robert

-----



Engr. Breezy

7:2  
4 P  
M

to me

Dr. Powell,

No I haven't seen that photo before. That's a great one! A lot of activity. That is (was) the area around FA tower (Fonda Ave.) & the car shops.

Breezy

44. "ALCo PA comes home, May 18, 2023"; photo posted on *Facebook, Remembering The Delaware & Hudson Railroad*, Delaware-Lackawanna Railfans:



Bruce Stahl: "Alco PA No. 190, shown near South Bend, Ind., on Friday, May 12, will initially be displayed at Steamtown National Historic Site when it arrives in Scranton, Pa., at the conclusion of its move from Portland, OR."

SCRANTON, Pa. — Genesee Valley Transportation’s historic American Locomotive Co. PA-model “Nickel Plate Road 190” locomotive will be temporarily displayed at Steamtown National Historic Site after its long-anticipated arrival from the West Coast, according to GVT President Michael D. Thomas.

Over the weekend, National Park Service staff and Steamtown volunteers repositioned GVT’s Lackawanna No. 426, a rare early Electro-Motive Corp. SC-model diesel switcher, to make a suitable display site for NKP 190. It will remain there for an undetermined period, but likely will move in June to GVT’s nearby Von Storch Locomotive Shop, also in Scranton, for evaluation and completion of the restoration.

“We are aware of the popularity of the locomotive and Steamtown offers a safe, secure, and accessible location for the public to experience this magnificent machine,” Thomas said.

The streamlined cab-unit diesel, which GVT bought in March from retired Southern Pacific locomotive engineer and preservationist Doyle McCormack, has been making its way east from its former home at the Oregon Rail Heritage Center in Portland. [See “Genesee Valley Transportation acquires PA ...,” *Train News Wire*, March 2, 2023, and “Genesee Valley Transportation prepares for move ...,” *News Wire*, March 20, 2023].

Last week and this week, Norfolk Southern moved it in freights through Indiana, Ohio, Pennsylvania and New York. As of Tuesday, it was in NS’ Bison Yard in Buffalo, N.Y., awaiting a crew called for 5 p.m. to take it on train 310 to Binghamton, N.Y. From there, a NS Scranton-Binghamton local was expected to deliver it to Scranton.

GVT intends to use the unit in mainline office-car and excursion service, and would like to have McCormack operate it on one of its first runs. The company’s Delaware-Lackawanna Railroad and its other regional and short lines in Pennsylvania and New York have long made extensive use of Alco and Alco-design Montreal Locomotive Works units.

Built in 1948 as a model PA1 unit for the Santa Fe Railway, it was numbered 62L and painted in that road’s striking red-and-silver Warbonnet paint scheme. The six-axle, 2,000-horsepower unit was later sold along with three others to the Delaware & Hudson Railroad, which renumbered them 16-19 and used them on D&H’s pre-Amtrak intercity passenger trains. In 1975, they were rebuilt by Morrison-Knudsen and redesignated as class PA4u. The units later saw service on Amtrak and Massachusetts Bay Transportation Authority commuter trains before they were sold in 1978 to the Mexican national railroad.

McCormack, best known as the engineer on former SP *Daylight* 4-8-4 locomotive No. 4449 (Lima Locomotive Works, 1941) and Bill Withuhn, former transportation curator for the Smithsonian Institution, rescued and repatriated two of the four in 2000. Former ATSF 59L/D&H 16 went to



the Museum of the American Railroad in Frisco, Texas, and McCormack acquired the other (ex-ATSF 62L/D&H 18). Having had a ride as a youngster in the cab of the original NKP 190, he wanted to recreate that memory and so painted it to match.

In the intervening two decades, McCormack pursued mechanical and electrical work on the unit, and it is near operating condition. It even made an appearance at the *Trains*-sponsored “Streamliners at Spencer” event in 2014, but more work is needed to make the locomotive capable of moving under its own power.

GVT has maintained a portion of its Facebook page to track the engine’s movement.

— *Updated at 7:25 p.m. CDT to correct that the locomotive McCormack acquired was former D&H No. 18.*

45. Post by SRP on *Facebook* in *Remembering The Delaware and Hudson Railroad*, Wednesday, May 17, 2023. This is the engine shown in No. 44, above. “The timing of my post was perfect, and completely by chance.”

Over 200 “likes” in 24 hours



*PA4 18, with Phil Jubinski, at the helm (see comment by Denny Gohl, below)*

Sold to Mexico 45 years ago (1978).

**Barry Stone:** Nice!

**John Hayes:** It's not Bernie O' Brien....

**Chuck Porter:** Bernie

**Joe O'Mara:** Either Marv or Bernie.

**Mike Kelly:** Not Marv or either Bernie.

**Ken Goslett:** D&H 18 obviously.

**Geoff Ross:** PA4 18, now on its way back to D & H Country.

**Jarrett Spamiels:** Now owned by DL was restored as NKP 190

**Denny Gohl:** Phil Jubinski is at the helm on #18... I worked with him at IBM... He worked in Tech Pubs and did illustrations on a number of my projects... He did excellent work and when we would meet to exchange project particulars the subject would often change to our latest rail adventure....He is sorely missed!!!

**Donald Sexton:** Bernie

**Geoff Ross:** This is pre PA4 rebuild. The sand filler hatches and MU connector show that 18 still has her 244 prime mover here. That would place this about 1973, so I suspect this was the 150th anniversary special.

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Donation of D&H items to Carbondale Historical Society on May 10, 2023

**S. Robert Powell <srp18407@gmail.com>**

Wed, May  
31,  
3:57 PM

to pjubinski

May 31, 2023

Dear Mr. Jubinski:

We are very pleased to have the Delaware and Hudson Railroad items from your collection that your sister delivered to us on May 10, 2023. Thank you very much.

The model of D&H No. 1532 + tender in a glass display case is a prize winner! It is now on display in a very prominent position in one of our D&H galleries, where it is admired greatly by all who see it.

I am a member of the "*Remembering The Delaware and Hudson Railroad*" group on *Facebook*, and we have posted in that group (1) the photo of you in the cab of PA 4-18, and (2) the photo of you in the cab of D&H Challenger No. 1521. In a very short period of time following my post, over 200 "Likes" from D&H railroaders and others were received on both photos!

The fact that it is you in both photos is not noted on the back of the photos, so, when I posted the photos on Facebook, I asked: "Does anyone recognize the man in the cab in these photos?"

**Denny Gohl** responded immediately: "That's Phil Jubinski at the helm on #18. I worked with him at IBM. He worked in Tech Pubs and did illustrations on a number of my projects. He did excellent work and when we would meet to exchange project particulars the subject would often change to our latest rail adventure. He is sorely missed!!!"

Your generosity in donating these D&H items to the Carbondale Historical Society is much appreciated.

Sincerely,

S. Robert Powell, President  
Carbondale Historical Society and Museum

46. "Welcome Home D&H PA4 #18!," May 19, 2023, *Remembering The Delaware & Hudson Railroad* group on *Facebook*:

Posted at the top of the "Remembering the Delaware & Hudson Railroad group on *Facebook* on May 19, 2023:

**Top contributor:** 283 points

You're in the top 10% of contributors in the group. Create more posts or comment to keep your Top Contributor badge!

SRP post on May 19:

## **Welcome Home D&H PA4 #18!**

My mother, who was born and raised on a family farm in Carbondale, PA (where railroading in America was born in 1829), would say, at such a wonderful moment as this:

"Sooner or later, all the chickens come home to roost!"



150 “Likes” on Facebook in 24 hours.

**Larry Malski:** A former D&H ALCO PA running on the former D&H Penn Division between Scranton and Carbondale bodes well for Northeast Pa and “bringing our chickens home to roost”!

**Greg Flynn:** The day they left Colonie for their trip south of the border, I figured I’d never see them again. After spending so much time on, in and around them, it was like losing some best friends. That two of them are now back stateside is frankly unbelievable. The 18 is oh so close to actually running again, and Bob Willis and his crew in Texas have made some major progress on the 16 which I thought was done forever. If only Bruce Sterzing could have lived to see this!!

47. “Steamtown excursion to Carbondale, May 20, 2023”, Post by S. R. Powell on “*Remembering The Delaware & Hudson Railroad*” page on Facebook on May 20 by SRP:

“Steam engine on D&H Pennsylvania Division tracks (Valley Road, Carbondale to Scranton), 11:30 AM, May 20, 2023: Excursion from Steamtown. Not a D&H engine, but it sure was nice to see—and hear--a steam engine pull into the Carbondale station!”





[This photo was also posted on the "*Remembering the D&H*" Facebook page on September 22, with this caption: "LIVE STEAM, May 20, 2023 (a Steamtown excursion), Carbondale, PA, where railroading in America began on October 9, 1829" and overnight it got 55 "likes".]



Seamtown excursion into Carbondale, May 20, 2023

48. 1875 photo, *RememberingThe Delaware & Hudson Railroad*, Facebook, May 22, 2023, posted by Heidi Galster:



**Silas Robert Powell:** Rare and wonderful photo [photo published in 1958 of an event 83 years before that = 1875] , with a first-class caption. A detailed and accurate caption enhances significantly the historical value of any photograph, and it is always time well spent to write a meaningful caption for a photograph.

49. Photograph from Phil Jubinski collection of “Phil Jubinski in the Cab of No.1521”, posted by SRP on May 22, 2023, on Facebook in *Remembering The Delaware and Hudson Railroad* group:



This photo of Engine 1521 was with some papers from the collection of Philip Jubinski (Endwell, NY) that were donated to the Carbondale Historical Society on May 10, 2023. Engine? In the cab?

**Denny Gohl:** Phil Jubinski, a much younger version, is in the cab of D&H Challenger 1521.

**Joe O'Mara:** J Class ALCo 4-6-6-4 “Challengers” were the last steam locomotives purchased by the D&H prior to dieselization. Purchased in the 1940s, all were scrapped by 1953.



**John Bifano:** Here's one of my Dad and me, C'dale Yard circa 1949-1951.



SRP email to John Bifano, May 23, 2023: “John: Great photo of you and your father in the cab of No. 1507 in the Carbondale yard, c. 1949-1951. For our records here, give me a few facts about your father's D&H career: D&H engineer, Carbondale..... years worked? Pennsylvania Division only? where did the Bifano live in Carbondale?”

John's response: “My grandfather, my Dad, and my two uncles all worked for the D&H. My grandfather Giuseppe Epifano began as a water tender, then hostler's helper and finally the Cdale yard hostler. He began working for the D&H in 1912 until his retirement in 1956. My uncle Frank worked in the Roundhouse shops in the late 30s until they closed in the early 50s. My uncle Junior (Joe) worked in the Roundhouse shops starting after WWII, then worked as a brakeman and then engineer. As an engineer he worked out of Binghamton. His employment was from 1946 to 1988. My Dad began as a brakeman in 1938 working in C'dale, he would graduate to fireman and engineer working out of Hudson Yard and finally as an engineer out of Greenridge until he retired in 1983.

My grandfather initially lived on Arco Avenue, then Hospital Street and in 1918 he bought the family homestead at 83 Belmont Street. My grandfather bought property so all six of his children's families would have a place to live and never have to leave as he did in 1906 when he left his parents and sister in Italy to join his four brothers in the States. 3 doubles--one at 75 Belmont, one at 94 Belmont and one at I believe 46 Belmont. Our family and my uncle Frank's family lived at



94 Belmont, my uncle Junior and sister Carmel with her husband Guy Grande (another D&H employee) lived at 75 Belmont. He sold 46 Belmont when both of my other aunts moved to the DC area in the early 50s.

My grandmother's sister Francesca Mancuso married Antonio Mendicino and he also worked for the D&H as a hostler in Cdale Yard. My grandmother's brother Giuseppe likewise was a fireman and engineer and his sons Tony and Frank kept the tradition going by working for the D&H.

My grandfather's older brother Antonio was another D&H employee who worked on the section gang and as a crossing tender in Scranton.

Needless to say, the family's fortunes ebbed and flowed with the successes or failures of the D&H.”

John Bifano

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May 23, 2023

John:

Wow! The Bifano family must have been one of the largest family groups to work for the D&H.

Bifano family and holiday dinners and special events must have been huge gatherings, with dozens of kids and aunts and uncles and cousins around, in addition to the senior members of the family. Lots of "visiting" and fellowship and great food and pleasant memories-- enough to last a lifetime.

Thanks for the Bifano family D&H report. I will incorporate it all into our D&H records.

Robert

50. "Delaware & Hudson marks 200 years" by Joseph Caterina (*Trains* June 2023), copy of article received from Joseph Caterina in May 2023:

**COMMENTARY**



Joseph Caterina  
419 Simpson St  
Peckville, PA 18452-2237



**Brian Solomon**  
briansolomon.author@gmail.com  
@briansolomon.author  
Blog: briansolomon.com/trackingthelight/  
Podcast: Trains.com

# Delaware & Hudson marks 200 years

Looking back on a pioneer

**T**he Delaware & Hudson was among the most significant formative railroads in North America, and it has roots extending back 200 years. Chartered in 1823 as the Delaware & Hudson Canal Co., it was intended to transport anthracite coal from mines around Carbondale in northeastern Pennsylvania to the port and markets around New York City.

One of the most ambitious transportation projects of its time, it included a gravity tram railway moving anthracite over the mountains to the canal head at Honesdale, Pa.

D&H's engineer, John B. Jervis (1795-1885), surveyed this primitive rail route with long sections of very gentle grades, punctuated by eight short but steeply graded 'inclined planes' — a common approach to early railroad construction employing stationary engines and cables to lift railway cars up and down the inclines.

The transfer of railroad technology from England was key to D&H's early plans. In 1828, D&H's Horatio Allen met with British railway pioneers and arranged to import steam locomotives. Although D&H was the first North American railroad to import and commercially operate steam locomotives, its early efforts were unsuccessful and it soon turned to animals to haul cars of coal.

In the 19th century, D&H flourished from its transport of anthracite, and the company greatly expanded operations through the construction and purchase of conventional common-carrier steam railroads. It reached south toward Scranton and north toward connections in the Albany, N.Y., area, and beyond to Canada. D&H's original railroad and canal were obsolete by 1898 and concluded operations. Scant traces of this once-intensive enterprise remain today.

During the first half of the 20th century, D&H underwent a transformation from coal carrier to bridge line, forwarding through traffic from the Erie, Lackawanna, Central Railroad of New Jersey, Lehigh Valley, and Pennsylvania Railroad to its New England and Canadian connections.

In the 1920s, under the visionary administration of Leonor Loree, D&H was a key component for a bold scheme to create a new Northeast-Midwestern trunk line linking with Wabash and Lehigh Valley. The Pennsylvania Railroad frowned upon this venture and D&H's scheme quickly unraveled. During the same period, Loree pushed the limits of steam design by constructing high-pressure compound locomotives at D&H's Colonie Shops in Watervliet, N.Y.

In the second half of the 20th century, D&H underwent a series of transformations in a reaction to the rapidly evolving Northeastern railroad scene. During the 1950s, it was a component in various railroad consolidation schemes. Anticipating Penn Central in the 1960s, Norfolk & Western underwent rapid growth that included its merger with Wabash and Nickel Plate Road, and created a holding company to control both D&H and the recently formed Erie-Lackawanna. N&W's Dereco holding company gave the railroad a degree of control while shielding it from undesirable financial risk. However, in 1972 when damage from Hurricane Agnes resulted in EL's bankruptcy, N&W dissolved Dereco.

EL joined Conrail, which was formed by Congress in 1976 to bail out insolvent Northeastern carriers. D&H expanded to provide competition to Conrail and was granted trackage rights on Conrail to reach Buffalo, Harrisburg, Philadelphia, and Potomac Yard (near Washington, D.C.), among others. D&H was briefly included in the Guilford Transportation network between 1984 and 1988. This ended with D&H's bankruptcy, and its subsequent designated operation by New York, Susquehanna & Western between 1988 and 1991. In January 1990, Canadian Pacific Railway won the bid to acquire D&H and completed its purchase in 1991.

At the end of 2014, CP Rail agreed to sell the southern end of the D&H to NS (reflecting the line's increasingly important role in forwarding NS traffic), but retained D&H lines north of Schenectady, N.Y. (a route that hosts CP freights and as well as Amtrak's *Adirondack* to Montreal). Today, D&H is probably best remembered for its colorful fleet of Alco diesels, which operated from the mid-1960s through the mid-1980s.

**NEW HORIZONS**

This is my final commentary column as I transition to a new monthly department called "Travel," launching in the July *Trains*. Each month I'll showcase a rail destination. So if you feel there's a special heritage railroad, a spectacular train trip, or something worthy of a detailed investigation in *Trains*, let us know! I



Although CP Rail phased out the Delaware & Hudson identity in the 1990s, it paid homage to the D&H by repainting three former D&H GP38-2s into the classic 1960-era scheme. A pair of the CPR D&H heritage locomotives work a local at Owego, N.Y., in 2002. Brian Solomon

10 JUNE 2023



Luc Cibischino <luc.cib@outlook.com, 9:30 AM

Good morning Dr. Powell,

This is Luc Cibischino from the National Park Service. I apologize for not sending over these pictures earlier. I was waiting until I could get to a government computer. The Internet is down and we had training this week and starting manning our stations. I appreciate all that you have helped me with for this program. Here are a couple pictures and I will send more if I receive more from Ingrid.

Have a great day,

Luc Cibischino



Items borrowed from the Carbondale  
Historical Society for use during Luc's  
presentations for 4<sup>th</sup> graders



E-mail to Luc, May 29, 2023:

May 29, 2023, 4:33 PM

Luc:

Great photos. Thanks.

The reviews of your performance from NPS official circles are very good:

Ingrid Peterec: "Luc really did a fantastic job and I hope that he comes back next year to do this program again for us."

Best,

Robert Powell

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E-Mail from Luc Cibischino, 11:25 AM, May 30, 2023: Good morning, That is great to know! I will most likely be coming back again next season. Thank you, Luc Cibischino

52. Photo of "Brand New U30C units 703, 702, 704" at Cooperstown Jct, NY, April 1967", photo posted by Michael Bates on May 30, 2023 on *Remembering The Delaware & Hudson Railroad* group on Facebook



"Well...Several negatives going on here... scratchy small print, blurry, not exactly ideal sun angle, etc, etc. However, I'm posting it anyway as it's one of those "better to have it than nothing at all" pics. Brand new U30C units 703, 702, 704." Cooperstown Jct, NY, April 1967"

**Silas Robert Powell** ". . . scratchy, small print, blurry, not exactly ideal sun angle"-- that may well be the case--but the HIGHLY IMPORTANT and UNDENIABLE FACT is that this is GREAT PHOTO of a NEVER-TO-BE-REPEATED MOMENT in the history of the Delaware and Hudson Railroad. Thanks for sharing."

**Michael Bates:**Thanks! Needless to say, my first sighting of non-Alco D&H units.

**Joe Tarantine:** Also back during the pure D&H!

**Greg Flynn:** It just goes to prove the old adage....the only bad pictures are the ones you didn't take!! lol

**Jason Cook:** Clean them up the best you can and post them. Post every single one. I'm too young to have witnessed this myself. This is almost 20 years before I started railfanning the D&H so I'm living vicariously through your photos and everyone else's.

**Gordon Smith:** Hey, it's something you can never shoot again! Very nice!!

**Stan Stanovich:** ..however, the moment in time captured best as you were capable of, amazing!!!

**John Hayes:** Thanks for posting! ANYTHING from that era is fantastic!

**Edward Zech:** Agreed, Dr. Powell.

**Stan Zeh:** Documentary and interesting photos.

**Dave Saums:** Sure cannot shoot from here anymore, given all of the underbrush and tree growth now.

53. D&H 100 car club," SRP post on June 1, 2023, in *Remembering The Delaware & Hudson Railroad* group on Facebook:



One of the largest coal orders, 105 cars of D&H anthracite, was shipped to the Detroit 100 Car Club on Sept. 6, 1938.

Post by SRP: "105 cars of D&H anthracite, September 6, 1938" Newspaper clipping in the Philip Jubinski collection at the Carbondale Historical Society.

**David Keppel:** What Locomotive number is that? I can't tell. The first number is 1, that's all I can see.

**Michael Bates:** "think" my eyes are seeing 153 in the number board next to the headlight. Fits the look of an 0-8-0 with that number.

**Joe Durham:** with that many cars it is likely one of the 1100's or 1200's, they were the heaviest regular road power at the time, 2-8-0's

**Geoff Ross:** If it is indeed 153 it is a B7 rebuilt from an E5. The domes appear to be correct for an E5/B7 boiler. Does it appear to have a pilot truck?

**Joe Durham** , a man is in the way, i cannot determine if the truck is there ... I found a magnifying glass, it does appear to be 153 on the headlamp therefore an 0-8-0 .. very interesting

**Derek Verbrugge:** Nice! Colorized it for you.



**Silas Robert Powell:** Thanks. Nice to see a colorized version of the 100-car club photo from 1938. The photo was originally published, in all probability, in the rotogravure section of a Sunday newspaper. Rotogravures were the state of the art in most mass media publications, especially the Sunday edition of most newspapers, from the early years of the 20th century up to at least the 1950s and 1960s. Under no circumstances should rotogravures be regarded as being of secondary importance in the history of photography.

**Mark H. Charles:** In the 1930s, Detroiters were burning anthracite in homes, schools and factories. Maybe someone can discover the names of leaders in the Detroit 100 car club. They may have been geniuses...

54. Question about a switch on the O&W at Carbondale, June 2, 2023, from Walter Kierzkowski (waltk6@optonline.net):

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S. Robert Powell <srp18407@gmail.com>

6:36  
PM

June 4, 2023

Walter: Maybe "Reese and Mosser's Switch" was the switch to get down to the O&W freight house on Dundaff Street?

Robert

Detail of timetable, June 26, 1898, showing the passenger and milk train schedules

SCRANTON DIVISION.

FIRST CLASS.			DISTANCE FROM WEHAWKEN.	TIME TABLE No. 44. Taking Effect 12.01 A.M. JUNE 26, 1898.		TELEGRAPH CALLS.	FIRST CLASS.		
205	203	201		STATIONS.	202		204	206	
MILK.	PASSENGER.	PASSENGER.			PASSENGER.		PASSENGER.	MILK.	
Sunday only.	Except Sunday.	Except Sunday.			Except Sunday.		Except Sunday.	Sunday only.	
A.M.	P.M.	A.M.			L.V.		AR.	A.M.	P.M.
s 8 30	s 4 15	s 10 55	213.91	N..... SCRANTON.....W	JO	s 8 15	s 4 20	s 6 35	
s 8 31	<b>4 18</b> <sup>204</sup>	10 56	213.06	..... DIAMOND CROSSING .....		s 8 13	<b>4 18</b> <sup>203</sup>	6 33	
s 8 32	s 4 19	f 10 57	212.61	D..... PARK PLACE .....	PK	s 8 12	f 4 17	s 6 32	
s 8 35	<b>4 22</b> <sup>234</sup>	s 11 00	211.64	D..... PROVIDENCE .....	DV	s 8 10	s <b>4 14</b> <sup>234</sup>	s 6 31	
s 8 38	s 4 25	s 11 03	210.33	D..... THROOP .....	TR	s 8 06	s 4 10	s 6 27	
s 8 40	s 4 28	s 11 05	209.40	D..... PRICESBURG .....	D	s 8 04	s 4 07	s 6 24	
s 8 42	s 4 31	s 11 07	208.22	D..... OLYPHANT.....W	HO	s 8 02	s 4 04	s 6 21	
s 8 46	s 4 36	s 11 11	206.42	D..... PECKVILLE .....	K	s 7 58	s 3 59	s 6 16	
s 8 50	s 4 40	s 11 15	204.88	D..... WINTON .....	WR	s 7 53	s 3 54	s 6 12	
s 8 53	s 4 43	s <b>11 18</b> <sup>231</sup>	203.70	D..... ARCHBOLD .....	BD	s 7 50	s <b>3 51</b> <sup>235</sup>	s 6 09	
s 8 58	s 4 48	s 11 23	201.20	D..... JERMYN .....	MY	s 7 44	s 3 45	s 6 03	
s 9 00	s 4 51	f 11 25	199.90	..... MAYFIELD .....		s 7 42	f 3 43	s 6 01	
s 9 03	s 4 54	s 11 28	197.40	N..... MAYFIELD YARD.....W	SD	s 7 40	s 3 41	s 5 58	
s 9 07	s 4 57	f 11 30	198.50	..... WHITE BRIDGE .....		s 7 37	f 3 38	s 5 56	
s 9 10	s 5 00	s 11 34	197.20	D..... CARBONDALE .....	CA	s 7 34	s 3 34	s 5 54	
9 12	5 02	11 35	196.00	..... REESE & MOSSER'S SW .....		7 32	3 31	5 52	
s 9 14	s 5 04	s 11 37	195.77	D..... CARBONDALE YARD.....W	YD	s 7 30	s 3 29	s 5 51	
9 18	5 08	11 41	193.66	D..... NORTHWEST JUNC.....	NB	7 26	3 24	5 48	
f 9 19	f 5 09	f 11 42	193.25	..... HALL'S HACKS .....		s 7 24	f 3 23	s 5 47	
s 9 26	s <b>5 16</b> <sup>233</sup>	s 11 49	190.77	N..... FOREST CITY .....	CY	s 7 20	s <b>3 19</b> <sup>231</sup>	s <b>5 43</b> <sup>233</sup>	
s 9 36	s 5 26	s 11 59	185.19	..... UNIONDALE .....		s 7 08	s 3 09	s 5 34	
s 9 40	s 5 30	s 12 03	183.62	N.... PLEASANT MOUNT .....	SM	s 7 05	s 3 06	s 5 30	
s 9 50	s 5 41	s <b>12 14</b> <sup>234</sup>	178.16	N..... ORSON .....	BM	s 6 55	s <b>2 58</b> <sup>23</sup>	s 5 23	
s 10 00	s 5 47	s 12 25	176.11	D..... POYNTELLE .....	PN	s 6 50	s 2 50	s 5 14	
s 10 15	s 5 54	s 12 40	172.94	N..... WINWOOD .....	CM	s 6 42	s 2 41	s 5 05	
s 10 21	s 6 00	s 12 46	170.26	D..... PRESTON PARK.....W	ON	s 6 35	s 2 31	s 4 55	
s 10 31	s 6 07	s 12 56	167.30	N..... STADLIGHT .....	SR	s 6 28	s 2 22	s 4 45	
s 10 40	s 6 18	s 1 09	161.93	D..... HANCOCK .....	CO	s 6 16	s 2 11	s <b>4 35</b> <sup>23</sup>	
s 10 45	s 6 25	s 1 15	159.86	N..... GADSDEN .....	HD	s 6 10	s 2 05	s 4 30	
A.M.	P.M.	P.M.		AR.	L.V.		A.M.	P.M.	P.M.
205	203	201					202	204	206



waltk6@optonline.net

7:25  
PM

to me from Walter:

Robert no this Switch was located by bridge 13 over Rt 6 before Fall Brook creek bridge. We'll see if I can find a map to post to you, Thanks Walt K.

-----

55. DeAngelis Coal Company post by SRP in *Remembering The Delaware & Hudson Railroad* Facebook group, June 8, 2023; 17 "likes" in three days



*DeAngelis Coal Company First Aid Team, September 6, 1947.* Photo by Bill Nally. This first aid team, comprising workers from the DeAngelis Coal Co., Carbondale, drew the commendation of Richard Maize, State Mine Secretary, when it scored 100 percent in the first aid meet of area coal companies held in Carbondale's Russell Park, on September 6, 1947. This was the first time in 29 years that a perfect score had been achieved by a first-aid team. The DeAngelis Coal Company

was an independent operator/producer, with operations in Carbondale, Archbald, and Dickson City, that employed 130 men. The breaker was located on South Park Street in Carbondale. On July 16, 1954, the company curtailed mining operations, but continued to process run-of-the mine coal brought in from outside operations.

56. Typescript copy of S. Robert Powell's article on W. H. Richmond that was published in the *Bridge Line Historical Society Bulletin*, May 2023, pp.12-14, 16-17:

## **W. H. Richmond: Entrepreneur, Coal Baron, Philanthropist**

By S. Robert Powell, Ph.D.

W. H. Richmond's entrepreneurial vision of the world made it possible for him to focus not only on retail sales from his highly profitable general store on Main Street in Carbondale in the period 1845-1865 but also on business opportunities related to the primary industries in the world around him in the Lackawanna Valley of Pennsylvania at the same time, railroads and anthracite mining, industries in which astonishing growth was then taking place.

As such he established in Carbondale--and operated up to 1861--a door and sash mill in which he made 800 Gravity Railroad coal cars (with the exception of axles and wheels) for the Delaware and Hudson Gravity railroad in Carbondale, and sashes for the Lackawanna Railroad shops at Scranton. When the D&H Gravity Railroad was extended four and one-half miles down the Lackawanna Valley from Archbald to Olyphant in 1859, knowledgeable and visionary real estate investors, such as W. H. Richmond, immediately bought potentially coal rich lands in that area, and in short order undertook exploratory mining initiatives there. To the immense financial benefit of those investors, extensive veins of high quality anthracite coal were discovered there, and in January 1860, W. H. Richmond formed a partnership with Charles Pemberton Wurts, superintendent of the Delaware and Hudson Canal Company's railroad, and they commenced mining anthracite coal in Blakely township under the name of Richmond & Co.

There, they erected one of the first coal breakers on the line of the D&H, Richmond No. 3 beaker. Previous to this time the D&H had shipped its coal in lump form as it came from the mines, running it over screens to clean the culm and waste from the coal. At Richmond No. 3, the practice of breaking, sorting, and thoroughly cleaning the coal for market was initiated by W. H. Richmond and C. P. Wurts.

On January 25, 1860, W. H. Richmond and C. P. Wurts entered into an immensely profitable agreement with the D&H (Thomas Dickson, Superintendent of D&H Coal Department), subject to the approval of D&H president George Talbot Olyphant (approved January 27, 1860) to sell to the D&H 100,000 tons of coal in Blakely/Providence townships and deliver; 200 tons per day between, April 30 and December 1; delivery of coal to commence May 1, 1860.

The capacity of this colliery was a thousand or more tons per day of superior anthracite coal of every size. Coal from this breaker, Richmond No. 3, was loaded directly into Gravity-gauge coal cars, which were pulled by Gravity-gauge steam locomotives, to the foot of Plane No. 23 in Olyphant and sent to market in Honesdale via the D&H mountain Gravity railroad. (Historical note: In 1883 this coal breaker was destroyed by fire, and in the following year another was built in the second ward of Scranton, near the Brisbin colliery. This was sold in 1889, and another commenced on the ground in Dickson City where the first was located in 1860.)

In 1863, the W. H. Richmond and C. P. Wurts partnership in the Richmond No. 3 breaker and coal lands in Providence was dissolved when Richmond bought out C. P. Wurts' half of their partnership for \$2,500. Remarkably, the dissolution of partnership document between W. H. Richmond and C. P. Wurts has survived to the present time. This rare and historically important document, shown here, is now in the collection of Cody Gonsauls, Childs, PA. The document: A promissory note / agreement, dated July 3, 1863, between Charles Pemberton Wurts and Richmond & Co. (W. H. Richmond), whereby W. H. Richmond agrees to pay, in the 90-day period following July 3, 1863, \$2,500 to the order of Charles Pemberton Wurts, at the Bank of Gillespie, Pierce & Co. in Carbondale.



Promissory Note / Agreement, dated July 3, 1863, between Charles Pemberton Wurts and Richmond & Co. (W. H. Richmond): \$2,500 payable to C. P. Wurts from W. H. Richmond at the Bank of Gillespie, Pierce & Co., Carbondale.

Not only is this promissory note of great importance as a document in coal mining history, it is, at the same time, an important document in the history of banking in the Lackawanna Valley of Pennsylvania in the nineteenth century for the very particular reason that it chronicles not only a financial transaction between Richmond and Wurts, but also because it explicitly documents the existence of Carbondale's first bank, the Bank of Gillespie, Pierce and Co. (which later became the First National Bank of Carbondale).

Shown here are portraits of Horatio Pierce (1817-1889), Thomas Gillespie (1804-1867), and James Stott (1817-1904), who founded, in 1856, the private Bank of Gillespie, Pierce and Co. (Exchange & Banking Office, at the corner of Main Street and Sixth Avenue in Carbondale). In 1864, Gillespie, Pierce and Co. became the First National Bank of Carbondale, with Horatio Pierce, Thomas Gillespie, and James Stott among the original directors of the First National Bank of Carbondale, the first officers of which were Horatio S. Pierce, President; John S. Law, Vice President; James Stott, Cashier. The original Directors of the First National Bank of Carbondale in 1864 (who owned 85% of the original stock) were: Horatio S. Pierce, James Stott, Thomas Gillespie, James Clarkson, William W. Bronson, Anthony Grady, John S. Law, Dwight N. Lathrope, and Louis Pughe.



The founders of the Bank of Gillespie, Pierce and Co., Carbondale, PA, were Horatio S. Pierce (1817-1889), Thomas Gillespie (1804-1867), and James Stott (1817-1904). In 1864, the Bank of Gillespie, Pierce and Co. became the First National Bank of Carbondale, PA. These portraits are all in the collection of the Carbondale Historical Society and Museum.

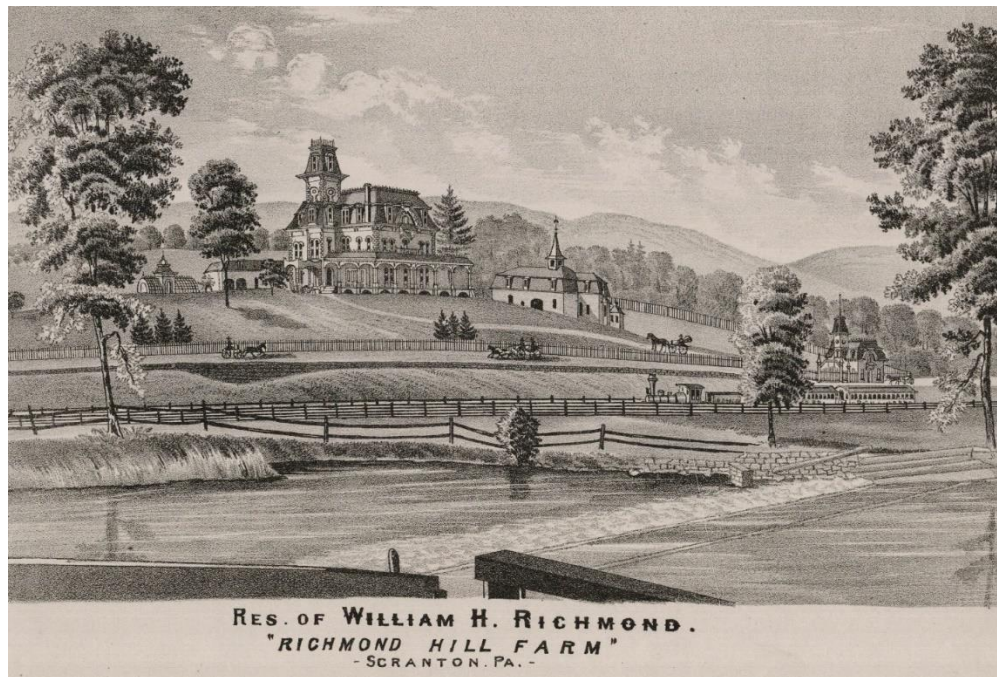
With the partnership between W. H. Richmond and Charles Pemberton Wurts thus dissolved (July 3, 1863), W. H. Richmond was now the sole owner of Richmond No. 3. The enterprise prospered and Richmond soon became the wealthiest independent coal operator in Lackawanna County.

In 1863 W. H. Richmond, Charles P. Wurts, George L. Morss, Alfred Wirtz, and G. L. Dickson organized the Elk Hill Coal and Iron Company, and succeeded to the ownership of Richmond No. 3 mine and breaker, with C. P. Wurts as president of the company and with W. H. Richmond as treasurer and manager. In 1864, C. P. Wurts withdrew and George L. Morss, brother-in-law of Richmond, became president and served until 1880, when Richmond became president of the company. The breaker continued to be a huge financial success for all concerned.



As a highly successful coal baron, W. H. Richmond (who married Lois R. Morss of Windham, Green Co., New York in 1849) then had built, in 1874, a stately Victorian mansion on 100 acres of ground in north Scranton (on North Main Avenue, near the Dickson City line), the Richmond Hill Farm.

Richmond Hill Farm was completed in 1874 and the Richmond family moved there from Carbondale on September 7, 1874. The farm was comprised of one hundred acres, and was described as follows in contemporary media: "**RICHMOND HILL FARM.** The elegant mansion of William H. Richmond, the treasurer of the Elk Hill Coal and Iron Company, completed in 1874, is a fine specimen of modern architecture and embodies some ideas of its owner that are well worthy of note, among which are its superior arrangements for heating by steam, the sensible location of registers at exposed points, a perfect and thorough ventilation, and a uniform heat secured at a very low pressure. Near this house are two spacious greenhouses, to the contents of which an experienced Scotch gardener is constantly adding; milk, carriage and boiler houses, and a fine poultry house and yard. In the barn yards may be seen the finest specimens of Jersey cattle, the importation and breeding of which is part of the business of the farm. Every part of the hundred acres is being bought under the best of treatment, and experiments in various crops afford the owner employment for his leisure and the pursuance of his favorite theory of improving the farms in this vicinity. The English system of 'soiling' cattle is pursued, with satisfactory results."



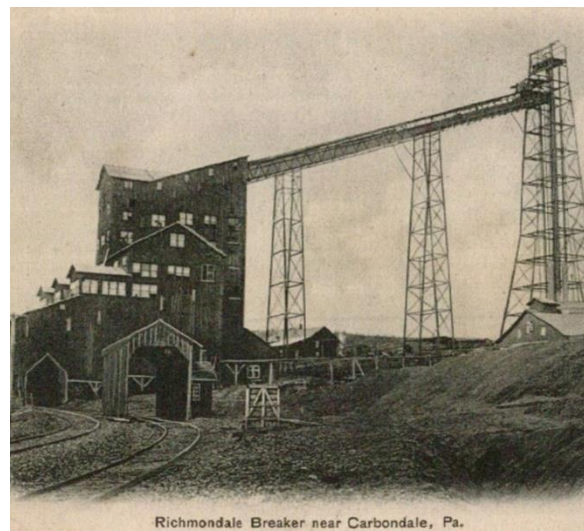
Richmond Hill Farm, the residence of William and Lois Richmond in Scranton, PA. In 1916, Richmond donated his residence and farm to the community for use as an educational institution, and today Richmond Hill Farm is the Orlando S. Johnson Manual Training School, Dickson City/Scranton, PA.

In 1916, Richmond donated his residence and farm to the community for use as an educational institution, and today Richmond Hill Farm is the Orlando S. Johnson Manual Training School (which was founded in 1912 with a trust fund established by Orlando S. Johnson, another wealthy coal operator of Scranton). In later years, through the generosity of C. S. Woolworth, A. H. Bingham, G. W. Weaver, and Robert Y. Moffat Sr., other buildings and facilities were erected on the grounds. Richmond's stately mansion has been beautifully preserved and serves today as the administration building of the school.

**Richmond No. 4:** Richmond continued to seek out and capitalize on investment possibilities in anthracite mining, and in 1891, he made a lease on one thousand acres of coal lands owned by the estate of the late George L. Morss, in Fell Township, about 5 miles above Carbondale and two and one-half miles southwest of Forest City.

The property was long under consideration as to whether it was desirable property for coal development. Richmond believed that it was, and the boring to 180 feet below the surface revealed the presence of an excellent vein of coal and fifty feet lower another vein. These strata were on the same plane as those of Forest City and Carbondale, and the quality of coal was the same as that shipped from the Hillside colliery and the Delaware & Hudson colliery at Clintonia.

A breaker was erected there, Richmond No. 4. The structure of this breaker was entirely different from that of all other coal breakers in the Lackawanna Valley and the design was highly praised when the structure was erected. This colliery had a capacity of fifteen hundred tons per day.



Richmond Breaker No. 4, Richmondale, Susquehanna County, PA. The structure of this breaker, which was designed by W. H. Richmond, was entirely different from that of all other coal breakers in the Lackawanna Valley, and the design was highly praised when the structure was erected in 1901.

At Richmond No. 4, Richmond conceived the plan of putting up a steel tower over the shaft which was sunk some two hundred and twenty-two feet to two veins of coal seven and eight feet thick, and connecting the tower with the coal breaker two hundred and six feet away by a steel chute supported on two intermediate towers. The carriages were constructed of iron. They were hoisted to the top of the tower and the coal from the cars was dumped into a chute from whence it was conveyed by gravitation into the breaker. The chute through which the coal ran was four feet wide, and had walks along either side of two feet in width. The pitch of the chute was four and one half inches to a foot. At a height of one hundred and fifty feet, by automatic arrangement, the carriage and the car were tilted and the coal discharged into the chute, and it then gravitated to the large breaking rolls, and thence through the many screens to size the same and prepare it for shipment. One man was located at the point where the carriage was tilted who took the ticket from the car and directed the engineer, who was located in the engine room in a lean-to of the coal breaker, by a signal bell to operate the carriage, which again went to the bottom of the mine, while another car ascended through the adjoining opening of the shaft with its load of coal. The steel tower was one hundred and eighty-seven feet high and about fifty feet square at the base. The steel chute was made necessary by reason of the mine laws of Pennsylvania, which stipulated that coal breakers must not be nearer than two hundred feet of the shaft. The design of the entire structure was arranged from plans conceived by W. H. Richmond. The breaker had a capacity of 1,500 tons daily. The coal from Richmond No. 4 was shipped by the New York, Ontario & Western Railway from a branch that ran off from the Northwest breaker, a distance of three miles. An autonomous mining community, Richmondale, developed around the breaker, where as many as one thousand miners and their families lived.



Mr. and Mrs. William H. Richmond, at home, Richmond Hill, in 1899



Richmond's financial success continued unabated. In August 1907 he sold to the D&H three tracts of land (44,920 feet) in North Scranton and Dickson City that were described in a clipping in a Gritman scrapbook, dated August 31, 1907, as follows: "The Delaware and Hudson Company has acquired more than 50,000 square feet of coal land located in North Scranton and Dickson City. Three tracts, consisting of 44,920 feet, located in North Scranton and Dickson City, were purchased outright from William H. Richmond and Lois R. Richmond, his wife. All the tracts are in close proximity to the tracks of the company, and it is said, connect with its present workings, so that they will easily be mined."

W. H. Richmond, whose entrepreneurial vision, intelligence, and work ethic made him a multimillionaire, lived to celebrate, in Daytona, FL, his 100<sup>th</sup> birthday (October 23, 1921). In the following year, he died, and his earthly remains were interred in the Richmond Mausoleum in the Dunmore Cemetery, Dunmore, PA.



The William H. Richmond Mausoleum, Dunmore Cemetery, Dunmore, PA

Dunmore Cemetery note: In the second half of the nineteenth century and well into the twentieth century, the Dunmore Cemetery was widely regarded, notably by the socially elite, and by well-heeled entrepreneurs, industrialists, and railroad and mining officials, as the most desirable burying



ground in the Lackawanna Valley. Throughout the cemetery, there are no less than twenty-five mausoleums and hundreds of deluxe/high end granite/marble monuments, many of which identify the final resting places of primary figures in the history of the Delaware and Hudson Railroad and the anthracite mining industry. Ten of those mausoleums/monuments mark the graves of major D&H and anthracite mining figures, namely: James Archbald, Thomas Dickson, William H. Richmond, Von Storch family (two mausoleums), Abraham H. Vandling, Simpson (Simpson & Watkins), John B. Smith (Pennsylvania Coal Company), John Jermyn, Colonel Henry Martyn Boies, and John Hosie.

\* \* \* \* \*

57. Gill's Latches and Farnum's Latches (not published in *BLHS Bulletin*) on the D&H Gravity Railroad: by S. Robert Powell:

**Gill's Latches (Cellar Hole No. 1), Plane No. 14, and Farnum's Latches (Cellar Hole No. 2) on the D&H Gravity Railroad between Honesdale and Prompton:**

The loaded and light tracks on the Delaware and Hudson Canal Company's Gravity Railroad between Honesdale and Prompton crossed three times:

1. In the Seelyville Pond area, via Gill's Latches
2. In the middle of Plane No. 14
3. At Prompton, via Farnum's Latches

**Self-acting switches, or latches:** In speaking of the planes on the 1829 configuration of the Gravity Railroad, John Torrey, in 1892, said: "The inclined planes were constructed with a *single track*, but with turnouts, and a short 100 to 150 ft. of *double track* in the middle of each plane, to permit the cars moving in one direction to pass those moving in the opposite direction. These turnouts were provided with self-acting switches, or latches, so that whenever a car passed *out* of a turnout in either direction, the switch was left in the right position to turn the next cars moving in the opposite direction into the side of the turnout thus vacated." (quoted by Manville B. Wakefield in *Coal Boats to Tidewater*, p. 14; Wakefield tells us that he is quoting John Torrey from Gerald M. Best's article, "The Gravity Railroad of the Delaware and Hudson Canal Company," that was published in Bulletin #82 of the Railway and Locomotive Historical Society, April 1851)

**1. In the Seelyville Pond area, via Gill's Latches**

**Gill's Latches (and Cellar Hole No. 1)** were located on Level 13, a short distance to the west of Seelyville Pond. At Gill's Latches, Level No. 13 on the light track between Honesdale and the foot

of Plane No. 14 in the Bear Swamp Road area crossed the loaded track from Waymart to Honesdale, the one above the other.

In the accident report given below about the accidental death of John Coffin in October 1868, Gill's Brook is mentioned:

**Fatal accident near "Gill's brook, "a short distance above Seelyville , in October 1868:**

**“FATAL ACCIDENT.** – On Saturday night last Mr. John Coffin, an old resident of this vicinity, having spent the day in town [Honesdale] started for his home at No. 2 [the second plane out of Honesdale, i.e., No. 14] via the Del. & Hud. R. R. Not reaching home that night, his family became alarmed as to his safety, and search being made, his lifeless body was found, lying in the road at a point where it passes under the railroad track\* near Gill's brook, a short distance above Seelyville. Mr. Coffin had evidently missed his footing at the point and falling several feet upon the stones beneath, had broken his neck. His body was still warm when found. The deceased leaves a family.—*Wayne Co. Herald.*” (*Carbondale Advance*, October 10, 1868, p. 3)

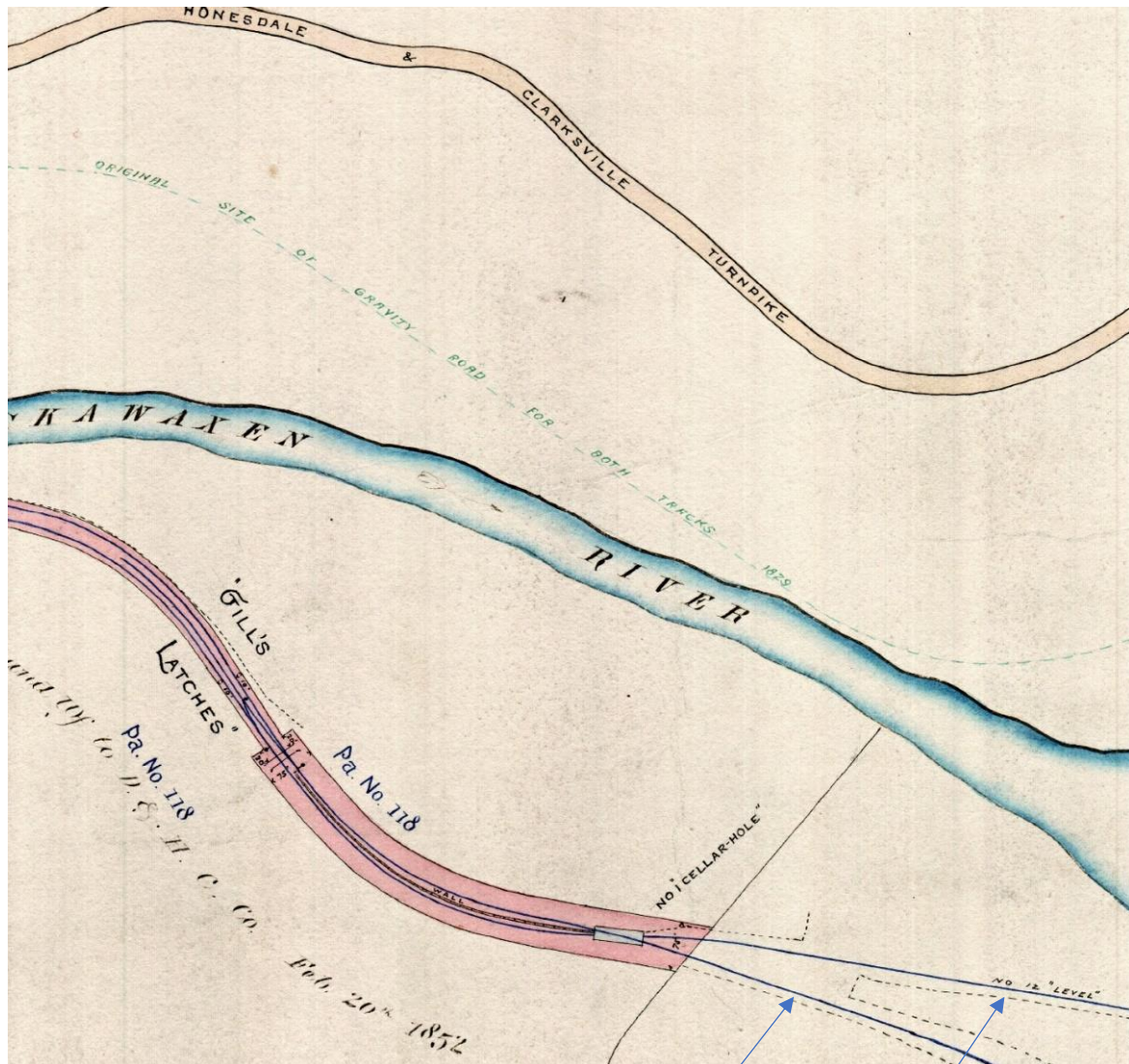
\* John Coffin was apparently walking on the D&H tracks from Honesdale to Seelyville and fell from the track at Gill's Latches into the Cellar Hole beneath the track.

**The light and loaded tracks at Seelyville Pond:** Loaded track (Level No. 12) north of light track (Level No. 13); loaded cars to move to the right (Honesdale), light cars to move to the left (Bear Swamp Road and Honesdale). Gill's Latches were a short distance West (to the left) of the site shown here.



Gill's Latches were a short distance to the West of this site.

Here is a map view of Gill's Latches and No 1 Cellar Hole: This site is a short distance West of Seelyville Pond:



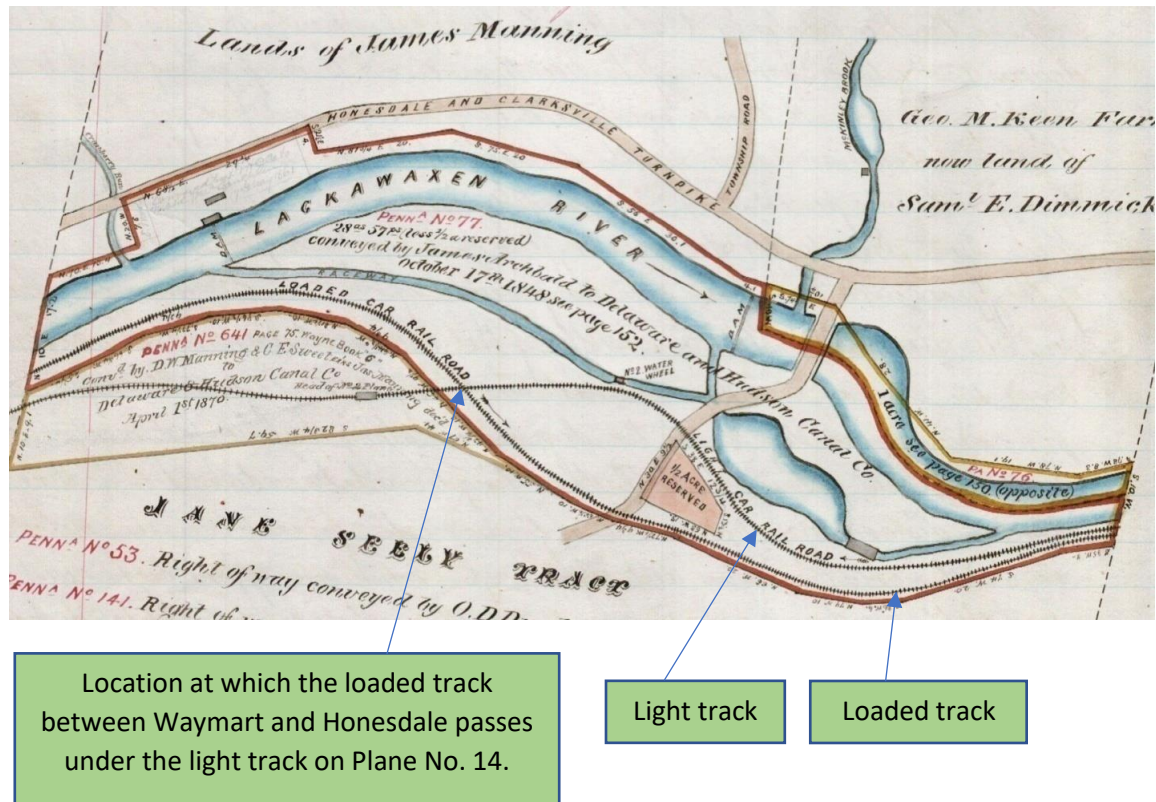
Level No.13 on the Light Track from Honesdale to Bear Swamp Road and Honesdale

No. 12 Level, i. e., the Loaded track from Waymart to Honesdale



## 2. In the middle of Plane No. 14

The loaded track between Waymart and Honesdale passed under the middle of Plane No. 14 on the light track, a short distance west of Bear Swamp Road. The cars could not be switched between these two tracks here.



## 3. At Prompton, via Farnum's Latches

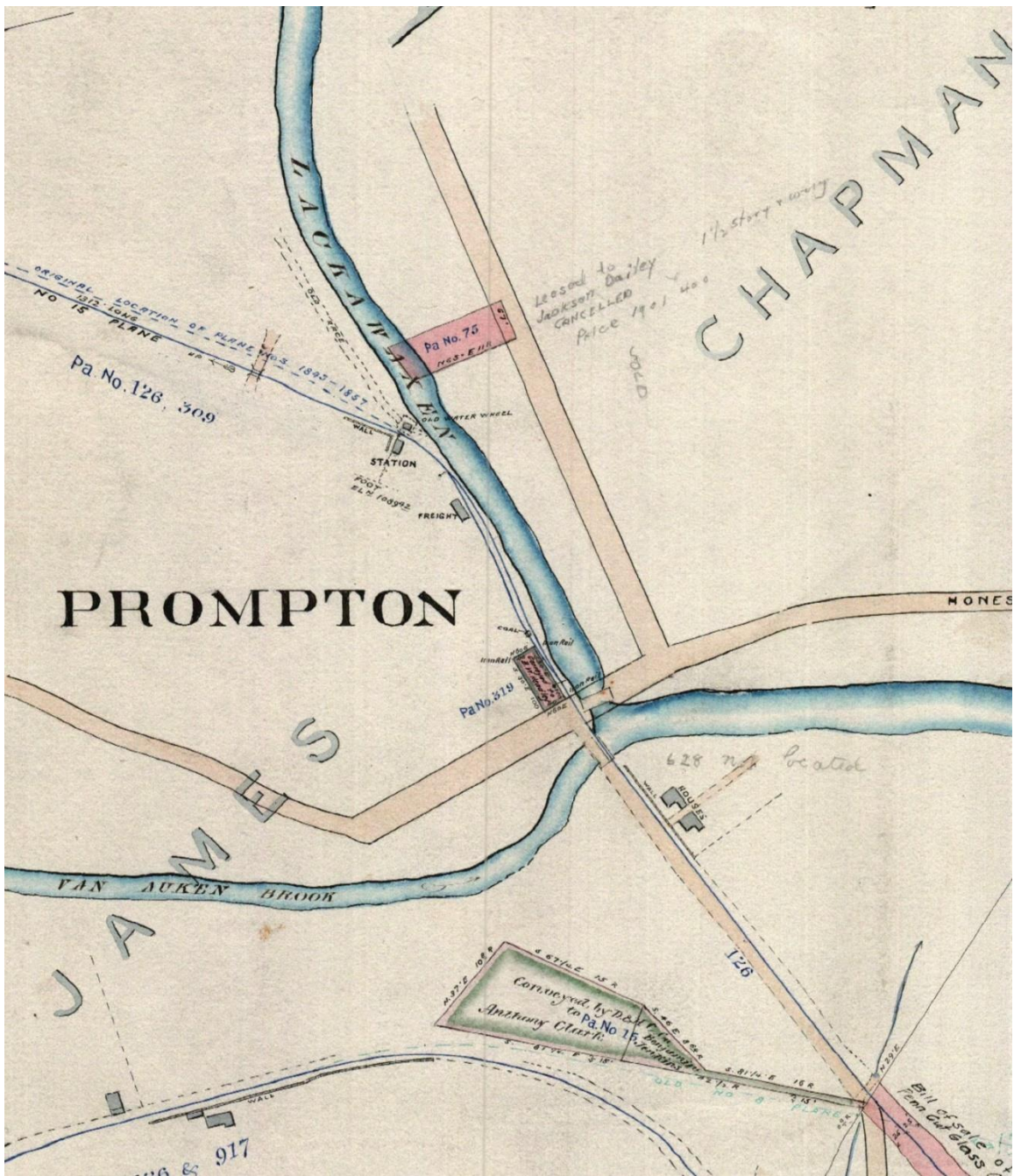
### Farnum's Latches (and Cellar Hole No. 2):

At Prompton, a trestle carried both the loaded track (between Waymart and Honesdale) and the light track on Plane No. 14 across the gully west of Prompton, the loaded track on the south side of the trestle and the light track on the north side of the trestle at the beginning of the trestle in the Prompton area. When the trestle/tracks drew near the Plane No. 14 site, the light track crossed, via **Farnum's Latches**, to south side of the trestle. This crossing of the tracks on the trestle was necessary to make possible access and egress of the cars on both tracks onto and off the Plane No. 14 site.

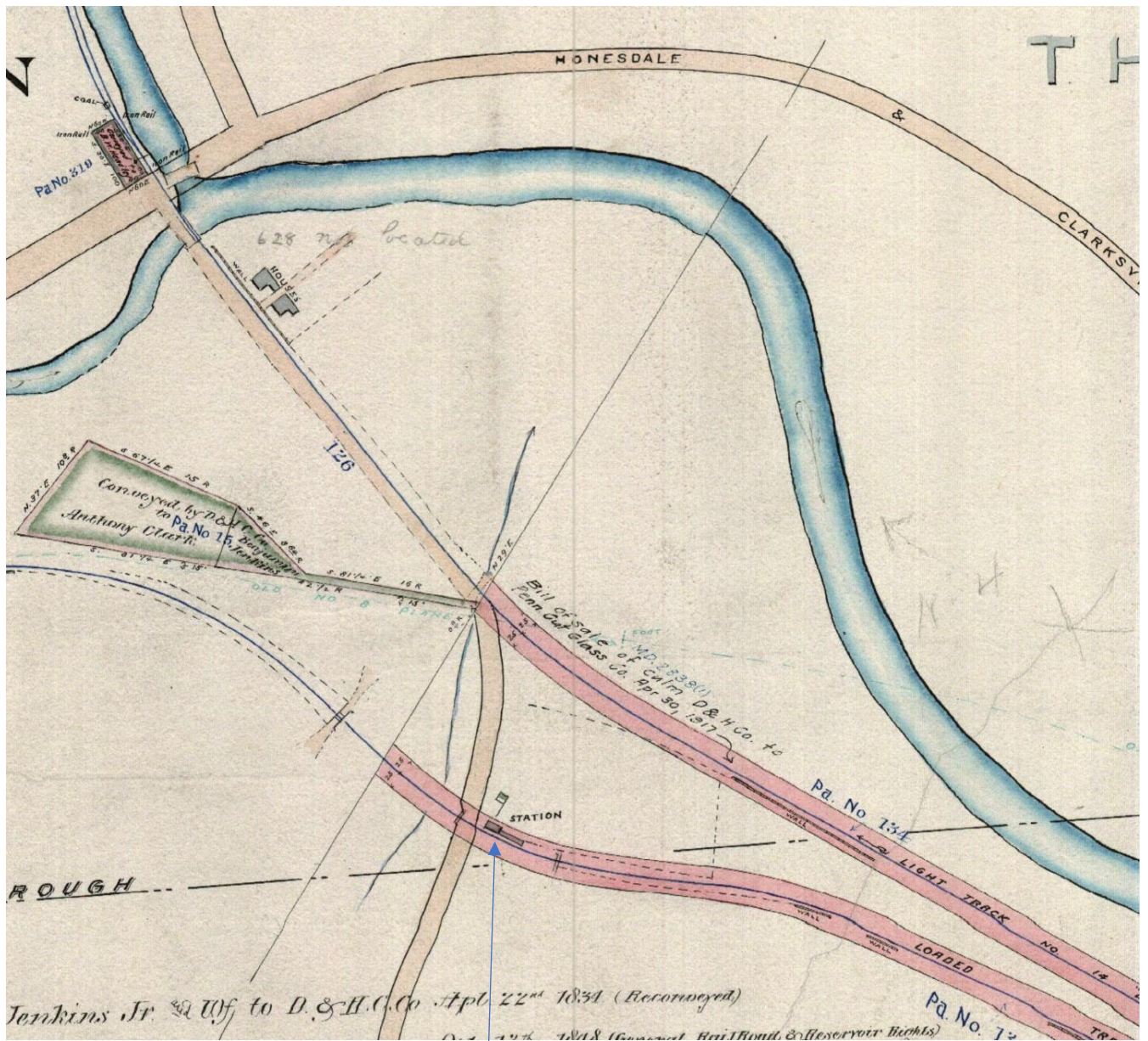
At the east end of the trestle, on the Plane No. 14 site, Level 14, descending to the West, connected with the light track to the foot of Plane No. 15 at Prompton. At the east end of the trestle, the loaded track continued straight ahead onto the Plane No. 14 site (this is the track on the lower level on the Plane 14 site at the present time), with the loaded coal cars, moving downgrade across the Plane No. 14 site. At the western end of the Plane 14 site, the loaded cars then passed under Plane 14 on the light track, and continued moving east on a trestle that crossed Bear Swamp Road and connected with the roadbed to Honesdale for the loaded track above the Lackawaxen River, between Bear Swamp Road and Honesdale.

Farnum's Latches were not used to place loaded coal cars on the light track. There was no connection of the two tracks (loaded and light) anywhere in the system, even though the two tracks could and did cross each other (at Farnum's Latches, and at Gill's Latches). Coal (in coal cars) for the stationary steam engine at the head of Plane 14 had to be delivered there via the light track from Honesdale.

Given below is a series of map views and photographs of the D&H Gravity Railroad between Prompton and the loaded and light tracks (a short distance east of Bear Swamp Road) on the embankment above the Lackawaxen River.

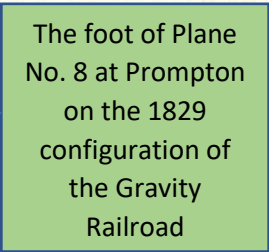


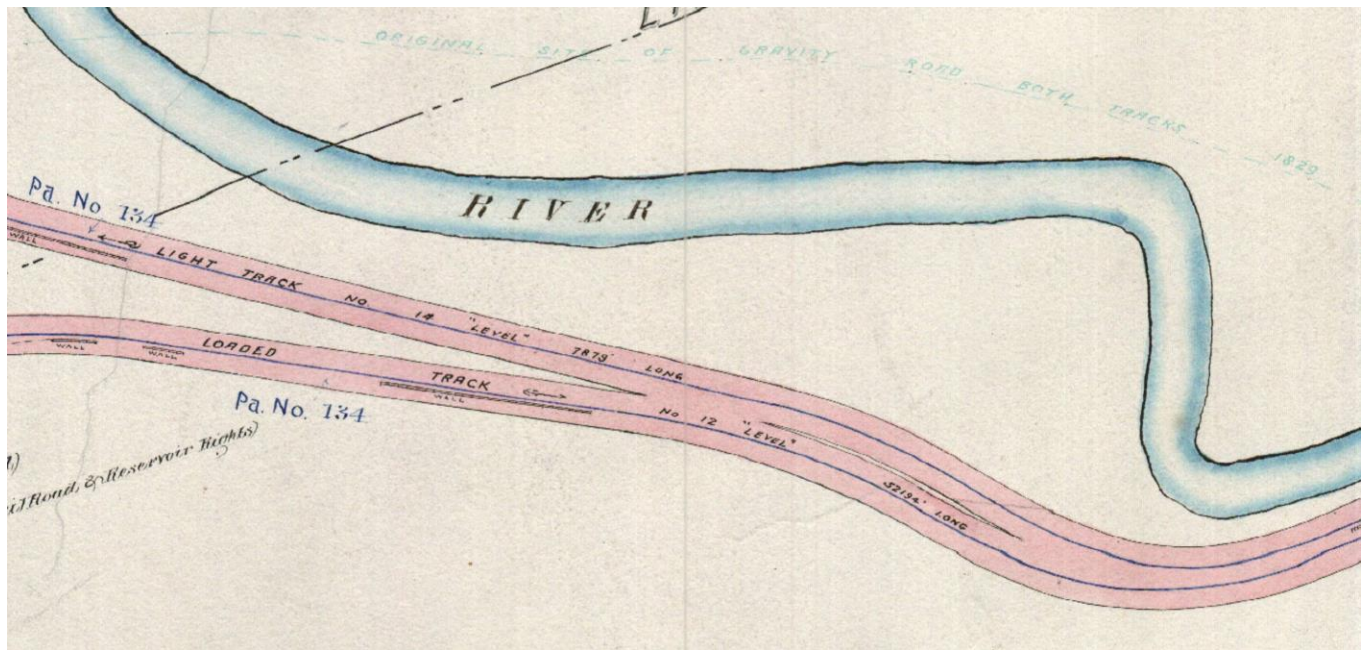




Fortenia passenger  
and freight station

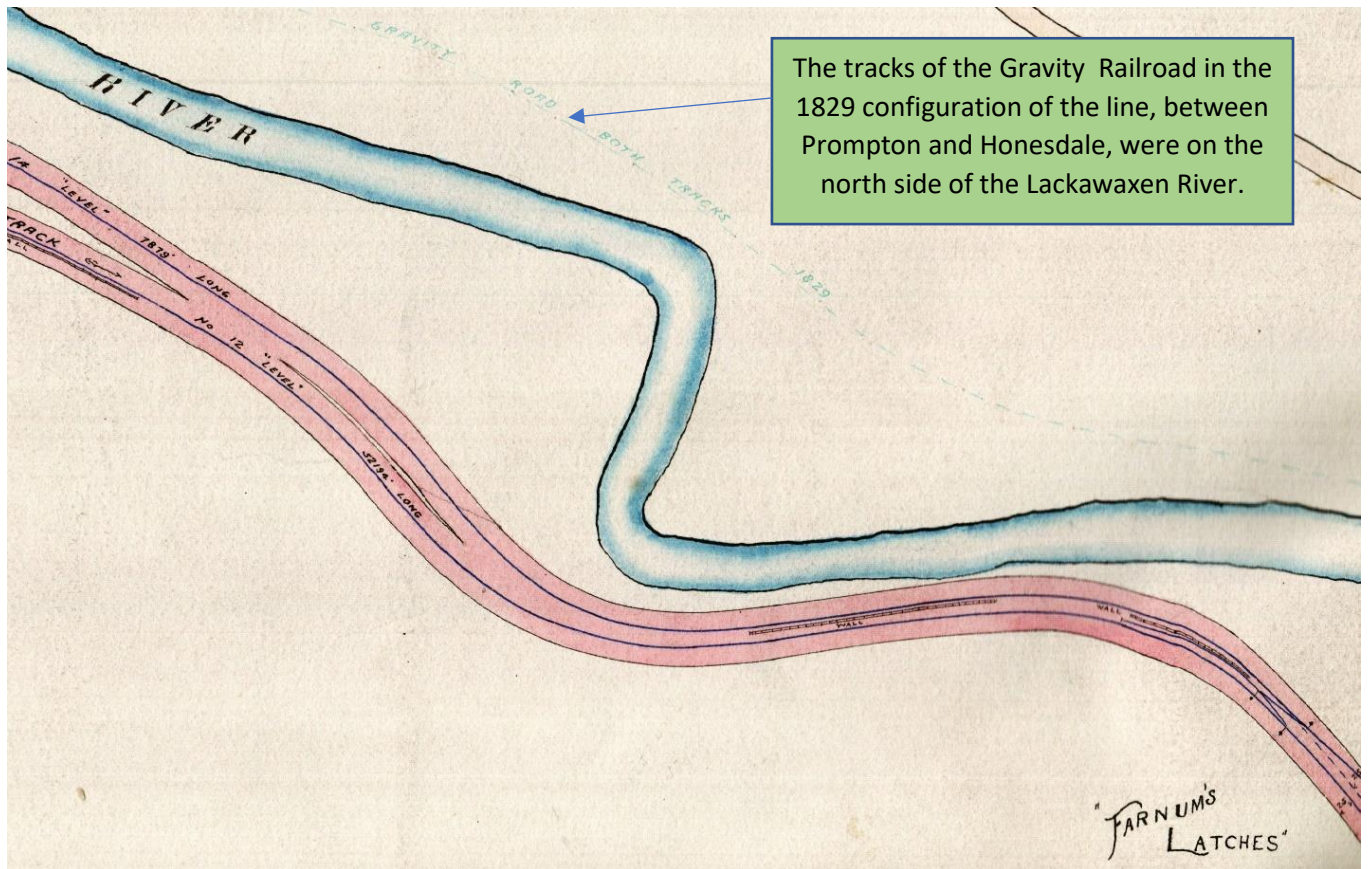


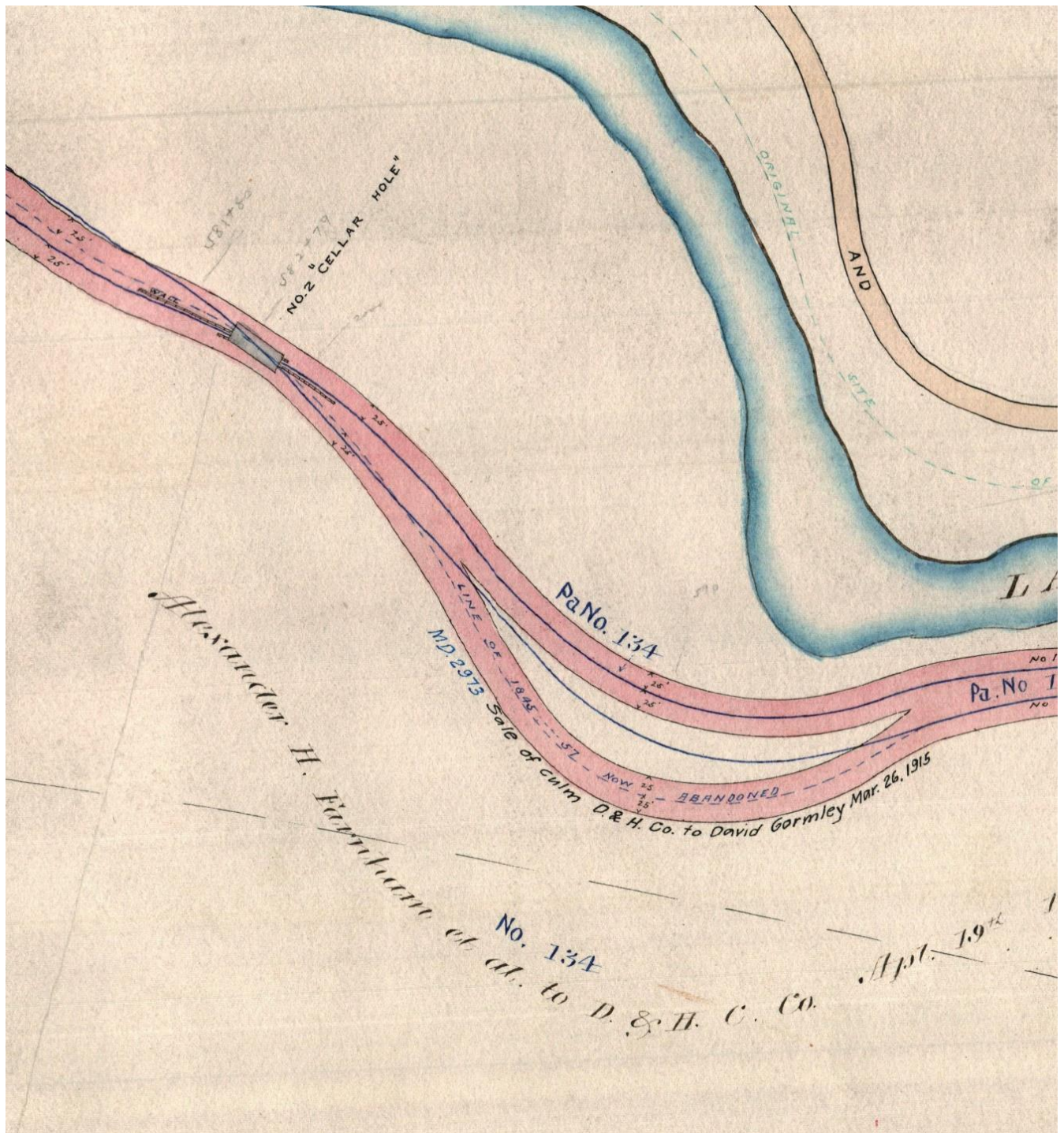




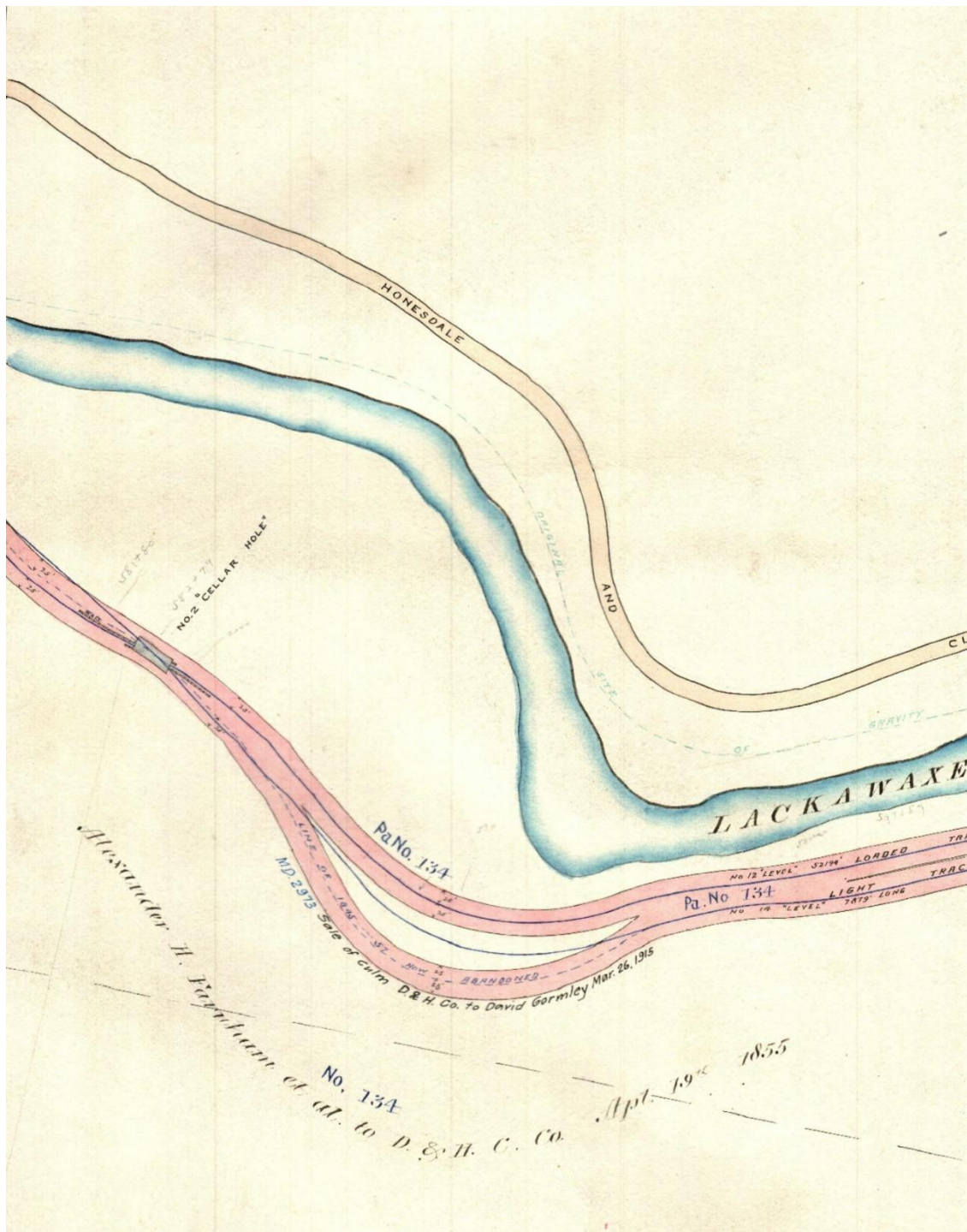
Loaded and Light cross via Farnum's Latches

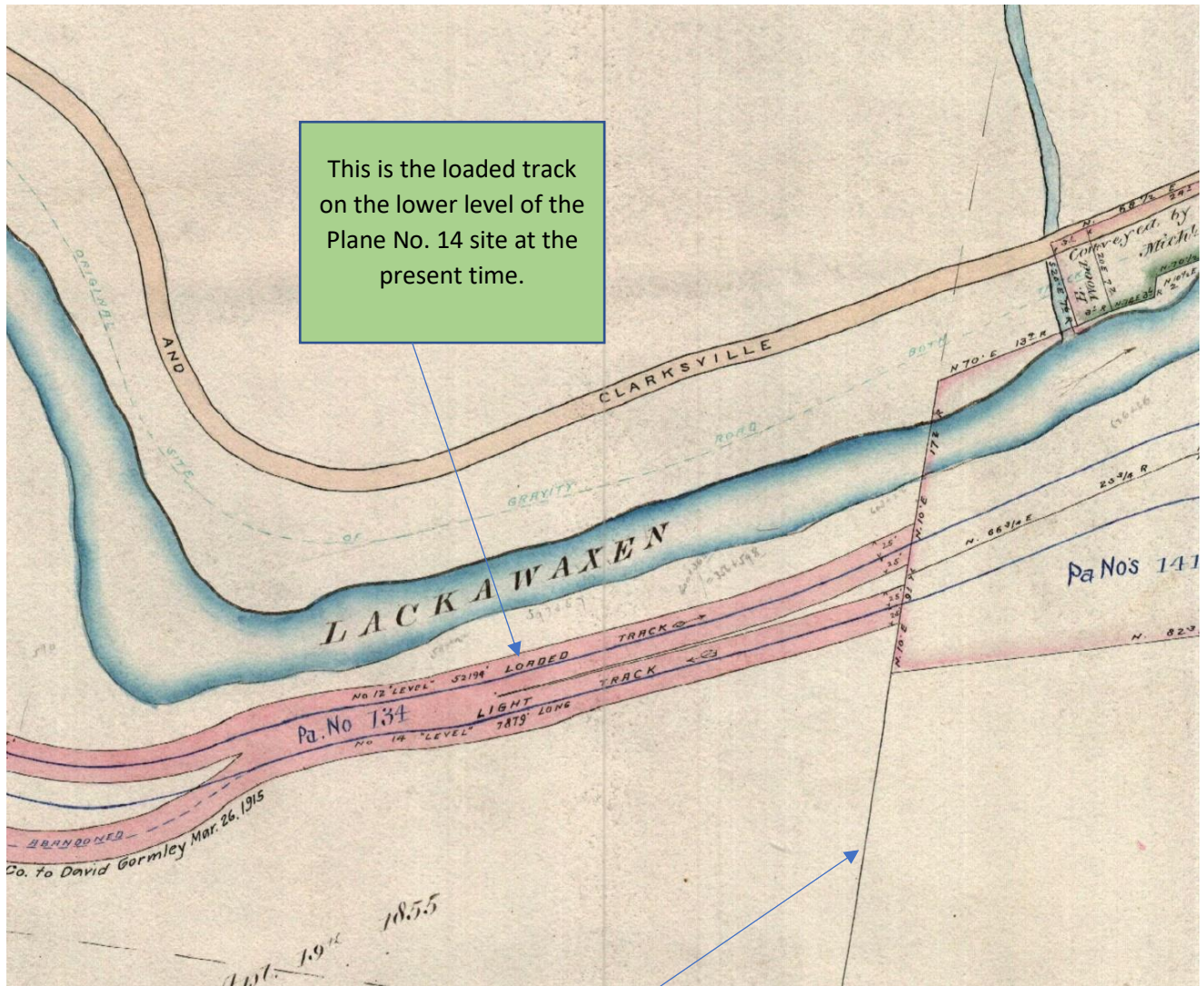






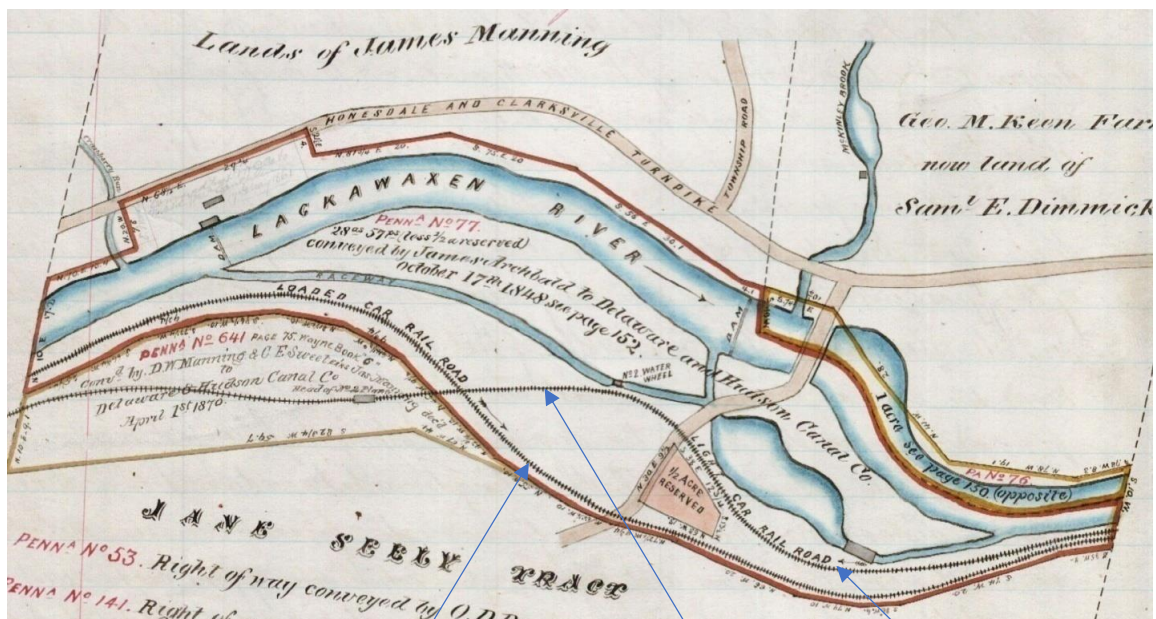
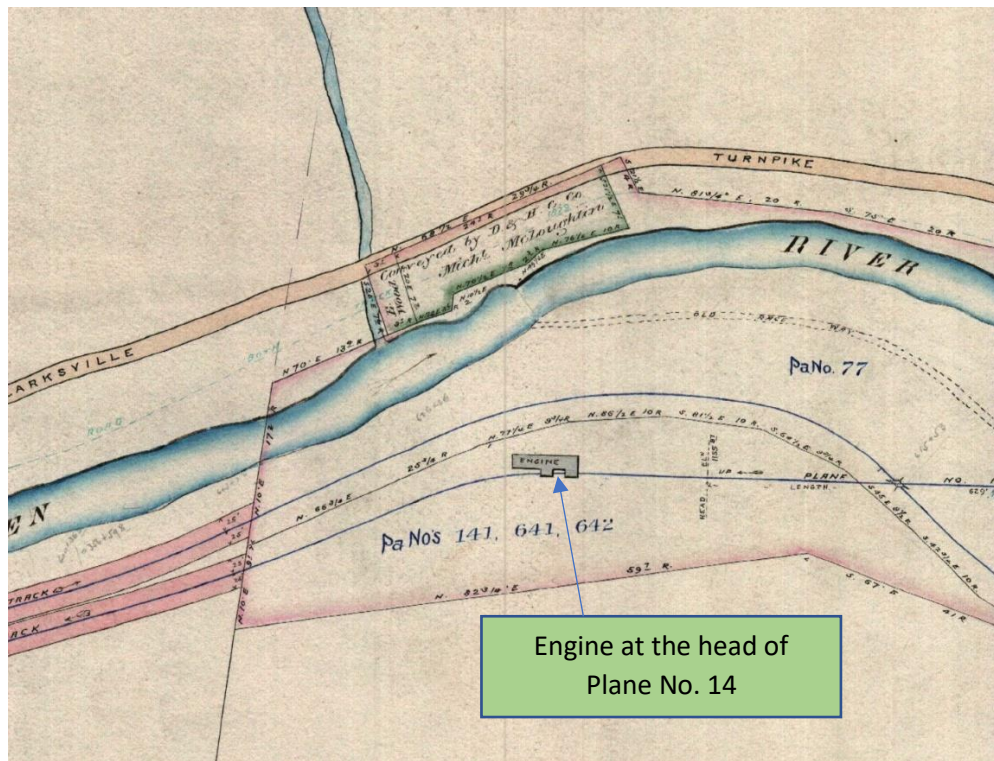






This is the west property line of the land owned by Scott and Paula Bennett in the Plane No. 14 area.





137

Light track on Plane No. 14

Level 13 on the light track between Honesdale and Waymart



On April 20, 2023, Scott Bennett and S. Robert Powell walked the section of the loaded track that is east of Bear Swamp Road. Shown hereafter are nine photographs that were taken by S. R. Powell during that walk:





































Shown below are three photographs that were taken by SRP on Level No. 13 (immediately below the loaded track), looking in the direction of Bear Swamp Road:











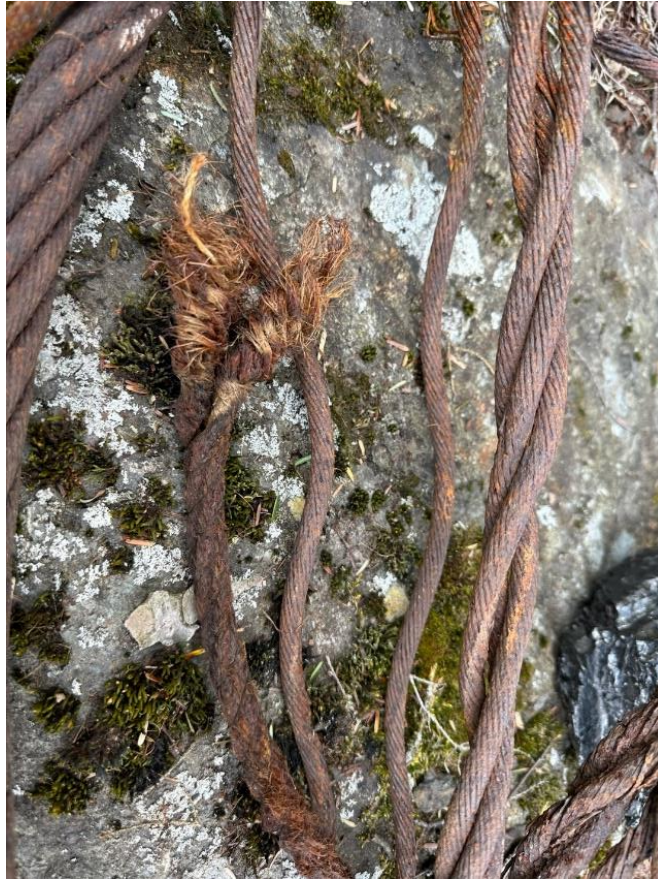
In the course of this walk, SB and SRP spotted, on the Lackawaxen River at the bottom of the embankment, two pairs of Wood Ducks and several pairs of American Mergansers, all of which will surely nest in the woods there in the coming weeks.

At the conclusion of their walk in this historically rich area, Scott Bennett spotted his neighbor, Lon Westphal, on his property (below Level No. 13 and the Loaded Track), and we had a very enjoyable visit with him. Happily, he is very committed to preserving the historically important vestiges of the D&H Gravity Railroad on his property (immediately to the East of Bear Swamp Road). Other neighbors of the Plane 14 site who endorse the goals and objectives of Scott and Paula Bennett on their Plane No. 14 site include Mike & Darci Sorrentino (the owners of the Farnum's Latches area & track beds shared with the Bennetts), and Mary Evans, who owns the other half of the track beds across Bear Swamp Road.

**Wire Rope:** On the Scott and Paula Bennett property, Scott has found pieces of wire rope that were surely used on Plane/Level 14 in the nineteenth century. On April 24, 2023, SB sent to the Carbondale Historical Society the photographs and data, presented below, about those pieces of wire rope:

“As we discussed yesterday [04-23-2023], we previously recovered a sample of Roebling wire rope from the railroad scrap pile in our back yard. It took 6 carbide sawzall blades to cut through the 1.25” wire rope. I can report the recovered sample from the area of Plane No. 14 of the D&H Gravity RR is composed of 6 woven strands of 18 wires each wrapped around a woven hemp rope core.

I have attached two photos. The first shows a dissected portion of the wire rope demonstrating the hemp core, and the second shows a wire lashing applied to prevent unravelling of a severed wire rope.”







\* \* \* \* \*

58. Typescript of S. R. Powell's article on C. P. Wurts that was published in the *Bridge Line Historical Society Bulletin*, June 2023, pp. 12-15:

## Charles Pemberton Wurts: Innovator, Publicist, Gentleman

By S. Robert Powell, Ph.D.

C. P. Wurts, one of the 13 children of George and Abigail Pettit Wurts, was born January 4, 1824 in Montville, NJ, and began working for the D&H at the age of 19. He had three famous uncles: Maurice and William Wurts, the founders of the Delaware and Hudson Canal Company, and John Wurts, the third president of the D&H (who adopted his nephew, C. P. Wurts). Soon after his



arrival in Carbondale, in 1843, C. P. Wurts was appointed assistant to James Archbald, the general superintendent of the D&H, serving in that capacity until James Archbald removed to Scranton in 1853, when C. P. Wurts assumed entire charge of the D&H's railroad affairs.

From James Archbald--a gentleman, a natural team player and leader of men, a highly intelligent problem solver, and an innovator with superior human relations skills—was the perfect mentor for C. P. Wurts, and his ten years of working with James Archbald was the best foundation possible for Wurts' ten years with the D&H as Chief Engineer. 1853-1863.

The first large scale project that James Archbald and his protégé worked on together was the 1845 configuration of the Gravity Railroad from Carbondale to Honesdale and the construction of the extension of the Gravity line to Archbald (1845 Configuration: see “The D&H Gravity Railroad: Five Configurations, Part 2”, *BLHS Bulletin*, December 2018, pp. 12, 14). As a result of this on-the-job apprenticeship under James Archbald, C. P. Wurts had at his command the skills and the leadership perspective that would serve him well for his entire management career with the D&H.

The need for a rail transportation system that would make it possible to send more coal to market than was possible with the 1845 configuration in place made it very clear to D&H management in the late 1850s that the present D&H rail system had to be revised, and C. P. Wurts, Chief Engineer of the D&H, working with Rollin Manville, Constructing Engineer in charge, began construction of the 1859 revision in April 1857 (1859 Configuration: see “The D&H Gravity Railroad: Five Configurations, Part 3”, *BLHS Bulletin*, January 2019, pp. 8-10).

That C. P. Wurts, working with James Archbald to make the 1845 configuration a reality, had learned the basics of how to build railroad over a mountain and that he embraced the position of Chief Engineer of the D&H, is very clear when one considers the highly efficient and complex transportation system that he and Rollin Manville designed and constructed at this time. One feature of this new configuration (detached light track levels on Planes 7 and 8) was a brilliant engineering innovation/achievement that would open a door (in the 1868 configuration of the D&H Gravity Railroad) to immense financial rewards for the D&H in the years ahead in the nineteenth century.

Projecting into the future and innovating for the benefit of the D&H were characteristics of C. P. Wurts' tenure as Chief Engineer. It was C. P. Wurts who, in 1859, initiated the idea of passenger service on the D&H. In an article published in a Carbondale newspaper, we read: "In this year [1859] the first passenger car was run over the Gravity. It was like the cars with the side seats now used sometimes on excursions. A car, loaded two-thirds full with culm and saturated with water to keep it from flying into the passengers' faces, was run in front to give impetus on the levels. On this trial trip were C. P. Wurts and family, Lewis Pughe and family, E. P. Garland and family, Israel Decker and family, and Davis Alton who was then general coal inspector for the D&H. Hugh Powderly was in charge of the culm car and was thus engineer, firemen, conductor, and brakeman.

The trip . . . to the foot of plane C, now known as plane 21, at Archbald, was made in 23 minutes. This time proving satisfactory, passenger cars were ordered to be built. The only persons now living in this city [Carbondale] who were on that trip are Mrs. Frank Taylor, then Mrs. Isaac Decker, and Mr. Powderly.”



Plane No. 23, Olyphant, PA (left, going up the hill) and Eaton and Co. Breaker (on the right). The loaded Gravity Railroad coal cars in the foreground (from Richmond No. 3 Breaker and/or the Von Storch Breaker) will be sent up Plane No. 23 and then through the D&H Gravity Railroad to Honesdale, where the coal will be loaded into D&H Canal boats and sent to market in New York.

Similarly, in December 1861, to prove to a skeptical public that a trestle on Level No. 27 from Archbald into Carbondale would support passenger coaches on the D&H, C. P. Wurts, the P. T.

Barnum of mid-nineteenth century railroading in the Lackawanna Valley, arranged a publicity stunt, before a crowd of about a thousand spectators, using a heavy Gravity-gauge steam locomotive, the locomotive, *Honesdale*, which was placed at the head of passenger coaches on Level No. 27 for the trip down Level No. 27 into Carbondale. C. P. Wurts and other D&H employees rode on the engine on its descent into Carbondale.

In the December 14, 1861 issue of the *Carbondale Advance* (p. 2), we read: **“Distinguished Visitor. / New Era.** / Yes, reader! An Iron Horse has actually run into our City [Carbondale], puffing and snorting, and stopped at about the same spot where the first settlers stopped, near the site of the old Log Tavern. / An inkling was had that it would come on Monday last, but our people supposing it would bring the noon passenger train, missed the sight, and consequently failed to give the stranger a public reception. / As it was however, a crowd of about a thousand, lined the track from the Lookout to the depot, and made all ring again with their cheers. / It was an experimental trip and entirely successfull under the carefull management of Engineer Cool. We noticed C. P. Wurts, esq. the master machinist, and other employees on the Valley Line, on the Engine, showing the travelling community thereby, that no passengers should be sent over the road, until it had been tested properly and they have confidence in the strength of the various pieces of trestle work on the line.” (*Carbondale Advance*, December 14, 1861, p. 2)

Similarly, it was under the direction of C. P. Wurts that the flatland Gravity Railroad was extended to the south from the foot of Plane No. 23 at Olyphant in 1859-1860, and that two short and very different rail lines were constructed south of Olyphant at this time: (1) a short Gravity-gauge rail line south from the foot of Plane No. 23 (on the eastern side of the Lackawanna River) and across the Lackawanna River to connect with the Richmond No. 3 Breaker (1860-1863: C. P. Wurts and William H. Richmond were partners in this breaker) and Von Storch breakers, and (2) a 4-mile long standard-gauge track (completed by February 1860) on the western shore of the Lackawanna River, from the point where the Gravity tracks arrived on the western shore of the Lackawanna River (aka. Valley Junction), to the south to Providence. This 4-mile long standard gauge track was not only the first section of standard-gauge track on the D&H but also on any American railroad (56 1/2 inches as standard gauge was not officially adopted by railroads in America until 1863, during the administration of Abraham Lincoln).

The importance of this achievement by C. P. Wurts in 1859 was recognized by knowledgeable observers at the time. In the following article that was published in the *Carbondale Advance* of December 17, 1859, when the extension of the line from the foot of Plane No. 23 to Providence was under construction, Charles P. Wurts was praised not only for undertaking the construction of the initial section of a standard-gauge steam locomotive line from Carbondale to Providence, but also for his role in the design and implementation of the 1859 configuration of the Delaware and Hudson Gravity Railroad from Carbondale to Honesdale.

**“The Del. & Hud. Canal Co.’s Railroad.** / Our readers are informed, says the *Tri-States Union*, that the Delaware & Hudson Canal Company is making great changes and improvements in the



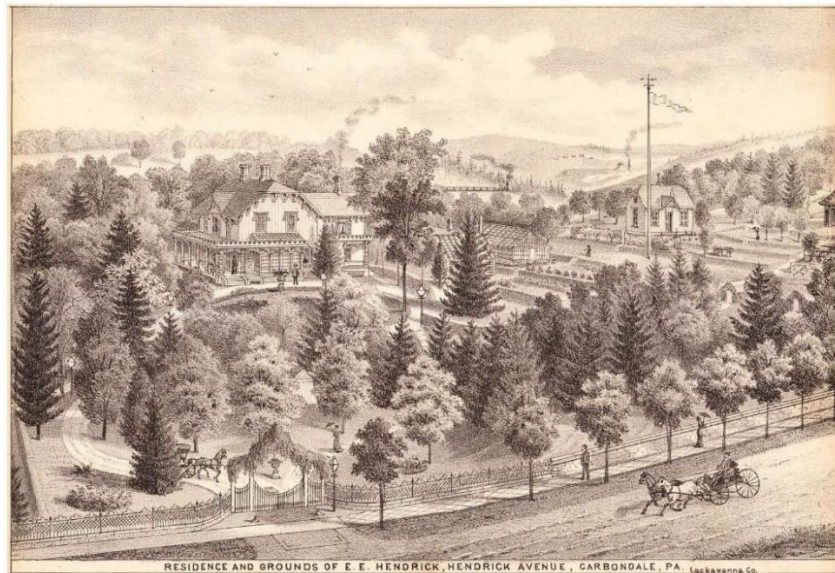
Railroad for the transportation of coal from the mines to Honesdale. One of these improvements contemplates an extension of the Road from Carbondale to Providence, for passengers as well as freight business, a work now nearly completed. [A 4 ½ mile section of the Valley Road was "nearly completed" at the time this article was published. The entire line, the Valley Road from Carbondale to Scranton was not completed until 1871.] The *Scranton Republican* gives some interesting information concerning the Road, in an article from which we make the following extract: / From what we saw, and can learn, we are more than ever convinced of the superior engineering skill and excellent general superintendence of Mr. Charles P. Wurts, under whose supervision the new road [the 1859 configuration of the Gravity Railroad] has been built, the old road entirely relaid with heavy T rail, the planes all rebuilt, new engines of the best and strongest kind supplied in place of the old ones, and, in fact, the whole road and its equipment improved so as to be essentially a new one... We are informed that by the new arrangement they will be able to carry over the road, if desirable, more than one million tons of coal per annum, having by these alterations more than doubled their former capacity for business... For a Company so long established, and which was accused at one time of being somewhat behind the age, we think an extraordinary amount of energy and wisdom has been manifested in these recent improvements, and for economy and prudence in management, and the business tact generally displayed, it is probably entitled to the first rank in the country, if not in the world.”(*Carbondale Advance*, December 17, 1859, p. 2)

From that article we learn, in addition, that in implementing the 1859 configuration of the Gravity Railroad, C. P. Wurts not only bought all raw materials locally but also did not interrupt the day-to-day operations of the company as work proceeded on the revisions: “We were really surprised to find everything working with such perfect regularity, and to see such great changes accomplished without having interfered with the regular business of the Company... There is one thing in this connection, particularly worthy of notice and commendation. Every article required for the road was obtained as near home as possible. The rails were furnished by the Scranton Coal and Iron Company, while the engines, which would be a credit to any establishment, were manufactured by Dickson & Co., in Scranton. It would be well if all operating companies [then and now] would do likewise, instead of sending abroad to have work done no better and no cheaper than it could be done at home”.

**C. P. Wurts and Labor Relations Savoir Faire:** In the area of labor relations, C. P. Wurts showed himself to be a highly effective manager, with extraordinary insight and knowledge in the complex arena of labor/management relations. The first great strike at the D&H collieries took place in 1857, when the miners made a demand for an advance of two and one-half cents per ton. The regular price for mining at that time was thirty-five cents. At that time, the miners congregated every afternoon on the hill east of Park Street in Carbondale to talk over with C. P. Wurts their point of view and their salary requests. C. P. Wurts listened to the miners and assured them that the advance asked for would be given them only when operations were resumed. The men took him at his word and went back to work.

That negotiating pattern (go back to work now and the advance asked for will be given) became standard procedure for the D&H in the years ahead, and the D&H, unlike many other coal and railroad companies at the time, especially those in the southern anthracite fields, had relatively few labor/management problems.

**The C. P. Wurts House in Hendrick Park:** In 1852, C. P. Wurts purchased the Thomas and Charlotte Sweet property: a ten acre parcel, surrounded by a stone wall, on upper Lincoln Avenue in Carbondale: deed from Thomas and Charlotte Sweet, to Charles P. Wurts, dated April 20, 1852; Thomas Sweet was the first resident physician in Carbondale. On that property, C. P. Wurts had constructed, a splendid town house. The house and grounds surrounding the house are unquestionably full-bodied expressions of the architectural and landscape gardening beliefs of Andrew Jackson Downing, one of the leading architects/landscape designers in mid-nineteenth century America. To design and plant the park surrounding the town house, C. P. Wurts engaged Alexander Shannon (born in Dumfries, Scotland, July 12, 1825; grew to manhood on the home farm, where he acquired a broad knowledge of landscape design and maintenance) who began working in the railroad department of the D&H shortly after he came to America in 1850. In the park surrounding the Wurts house were various outbuildings and amenities (a green house, a pond, a carriage house, a stable). In 1854, C. P. Wurts married Laura Jay (1832-1910), who was a granddaughter of Peter Augustus Jay, and a great granddaughter of Supreme Court justice and diplomat, John Jay. C. P. Wurts and his wife Laura were the parents of 6 children.



Engraving of the *Residence and Grounds of E. E. Hendrick, Hendrick Avenue, Carbondale, PA* (formerly the residence of C. P. Wurts and family), facing page 443, in *History of Luzerne Lackawanna and Wyoming Counties, PA. with Illustrations and Biographical Sketches of Some of Their Prominent Men and Pioneers*, 1880.

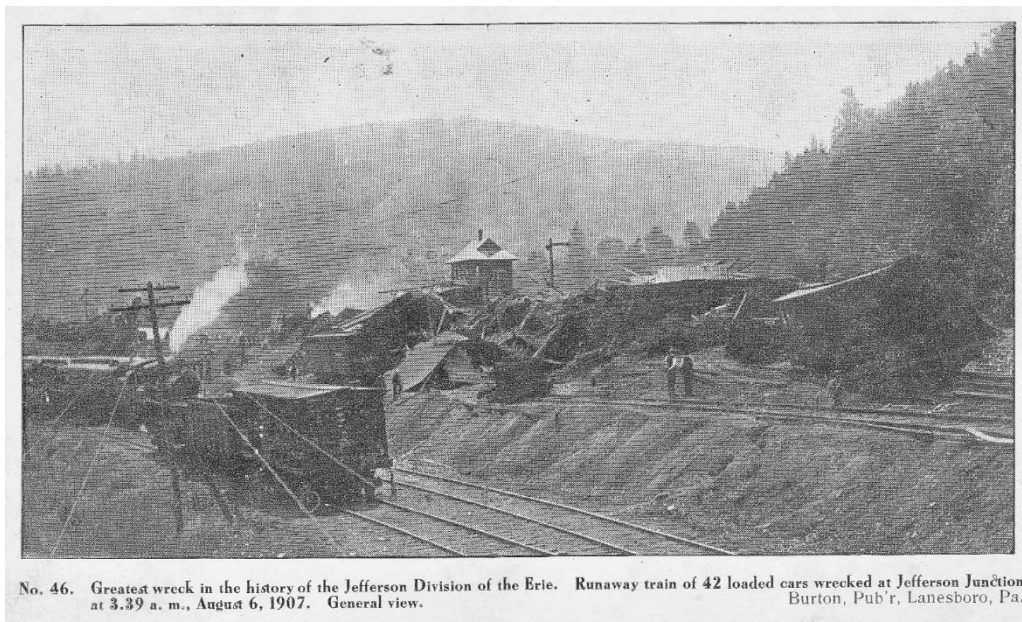
**Close of Career with the D&H and Retirement:** From 1860 to 1863 C. P. Wurts was in partnership with W. H. Richmond in coal properties (mines and Richmond No. 3 breaker) in Dickson City and Providence. He was also associated at this time with Edward Jones (Archbald), and Lewis Pughe, Esquire (Carbondale), and Rev. Abel Barker (Carbondale) in a private mining company that had contracted, in 1858, to sell to the D&H coal that they mined on the Hull, Mott, and other tracts in Blakely.

In 1864, Rollin Manville replaced C. P. Wurts as superintendent of D&H railroad department. In 1865, Eli Hendrick bought the C. P. Wurts house (deed dated June 16, 1865, from Charles P. Wurtz and Laura Wurtz, his wife, to Eli E. Hendrick). Payment for the house and grounds: Eli Hendrick traded C. P. Wurts \$100,000 of the stock of the Great Northern Oil Company for the Wurtz residence. This splendid residence, which has been owned and carefully looked after by several different enlightened owners in the past 171 years, looks very much today as it did in 1880, when the engraving of the house and park shown here was created.

Now retired following his long and distinguished career with the D&H, C. P. Wurts and his family went abroad and spent several years in Europe. Upon their return, the family moved to New Haven, CT. On August 11, 1892, at Bar Harbor, Maine, at age 68, C. P. Wurts died. His earthly remains are interred in the John Jay Cemetery, Rye, NY.

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59. Account of a wreck at Jefferson Junction, 1907, posted on *Remembering The Delaware & Hudson Railroad* on Facebook on June 11, 2023 by SRP ( 20 "likes in 24 hours):





WRECK AT JEFFERSON JUNCTION, 1907. The caption on this remarkable photo/post card reads as follows: "No. 46. Greatest wreck in the history of the Jefferson Division of the Erie. Runaway train of 42 loaded cars wrecked at Jefferson Junction at 3.39 a. m., August 6, 1907. General view." This card was published by "Burton, Pub'r, Lanesboro, Pa." At what point in its descent of the mountain, I wonder, did the train become a runaway?

60. Two Hensel photos of Shepherd's Crook, posted on *Remembering The Delaware & Hudson Railroad* group on *Facebook*, June 12, 2023 by S. Robert Powell



SHEPHERD'S CROOK on Level No. 20 on the Delaware and Hudson Canal Company's Gravity Railroad from Carbondale to Honesdale. Photo by Ludolph Hensel, 1868. Seen in this photo is a substantial cut of empty coal cars on their way back from the Canal in Honesdale to the mines in the Lackawanna Valley. The second photo (inside the crook) was also taken by Hensel. In the

nineteenth century, as many as 15,000 people a day (some from as far away as New York City) traveled to the top of the Moosic Mountain above Carbondale in order to experience the pleasure of riding down the mountain, through this section of Level No. 20.

61. *Test Run: Honesdale Branch of the Delaware and Hudson Railroad*: Test run, at new Switchback at Panther Bluffs, pre-opening of Honesdale Branch, 1901; posted by SRP in *Remembering The Delaware & Hudson Railroad* group on Facebook, June 14, 2023; 60 "Likes" in a couple of days



*“Test run over new Honesdale Branch, before the line opened: D&H No. 142 leaving the switchback at Panther Bluffs”* (which replaced Shepherd's Crook). The train then went up the mountain to Farview, and then down the other side of the mountain (via the South Canaan Loop), and then on to Honesdale. This photo was taken on a test run on the recently completed Honesdale Branch, just before the line was officially opened in 1901.

Comment, 06-14-2023, by Bernie Walsh: “ My GG Grandfather , William Alexander was bringing back his wagon to his farm at Canaan Corners from delivering hay to the D & H probably for the mules in the mines. He died in 1867 and his son William suffered the same fate in 1879 after being thrown from the wagon after the horses were spooked by the train cars. They are all buried in Canaan Corners cemetery which was part of their farm. My GG Grandmother donated three of the acres to make a cemetery. I am attaching their obits if you can read them.

Obit William Alexander - Wayne County Herald, April 25, 1867

Death of Wm Alexander Esq – On Saturday, the 13<sup>th</sup>, a team driven by Mr. Wm Alexander of Canaan Corners, took fright at the cars while coming down the mountain beyond Waymart, and becoming unmanageable. Mr. Alexander and a man named Miller (his son-in-law William B Miller), who was riding with him, were thrown out of the wagon, the former sustaining a bad fracture of the leg and other injuries. Resulting from the accident, it is supposed, an attack of typhoid fever set in, and on Monday last Mr. Alexander died. The deceased was formerly foreman in the Aldenville Tannery, and was highly respected and esteemed by a large circle of friends.

William Miller was not badly injured and I think William Alexander died of infection not typhoid fever. There were no antibiotics then.

SRP comment: Thank you for the very interesting comment about the unfortunate encounters of members of the Alexander family in wagons and the D&H Gravity Railroad. Such encounters, regrettably, happened regularly in the nineteenth century. (Shown here is the cover of my Volume No.7: "Working Horses and Mules on the D&H Gravity Railroad", 226 pages, in which there is a lot of material on D&H horses and mules.)

The background history on Canaan Corners Cemetery that you reported (three acres of the Anderson farm donated by the widow of William Alexander for a cemetery at Canaan Corners) is also very interesting, and I will share that information with the Waymart Area Historical Society for their records.

Response (06-15-2023, 11 AM) from Bernie Walsh (lives in Leander, Texas; studied at Hard Knocks University): "Thank you Dr. Powell and thank you for all of your historical research on the D & H and the Carbondale area! All of the historical information that I have was done by my 3rd half cousin who may have already shared this information. Love seeing the picture you just shared!"

Bernie Walsh (Thu 10:57 AM, June 15): "Just a note that I did not want to put on the D & H page. My Walsh/Carden side of my family came to Carbondale in 1849 and there were family members still working either in the mines until the 1930's. We had family working on the D & H up until at least the early 1980's. My father went to work driving mules in Coalbrook mine when he was 12 years old. He was born in 1901. He last worked in the longwalls in 1932. His cousin, Jimmy Carden was a mine foreman and was testing new jacks on Labor Day and was killed in a cave in. My father left the mines at that time and eventually worked on the D & H until he died in 1966. He made the Carbondale to Oneonta run. Thank you again for preserving this great American history!"



Just a note, I talked to an old Carbondale miner back in the 1970's. He told me he worked in the mines with my father when they were boys. The both drove mules. He said they used to call their selves the Fallbrook Street Cowboys. That's why I enjoyed seeing that picture you posted. Thank you again!

SRP response, Jun 17, 2023: "Thank you for the very interesting material (via Facebook Messenger) about the D&H, the Coalbrook Breaker, the Walsh and Carden families, and the Fallbrook Street Cowboys. I will include all that information in our records here about the D&H and about Carbondale. Shown here are two Carbondale photographs that I think you will enjoy seeing: The Viaduct from track level in 1923; the Carbondale Yard, 1932.



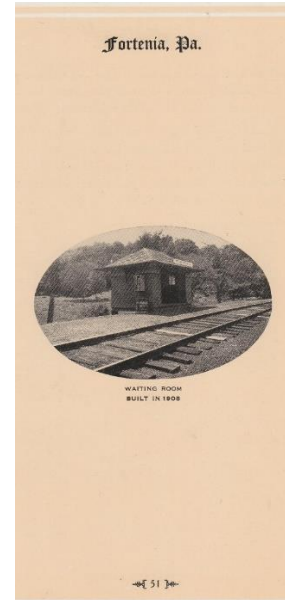
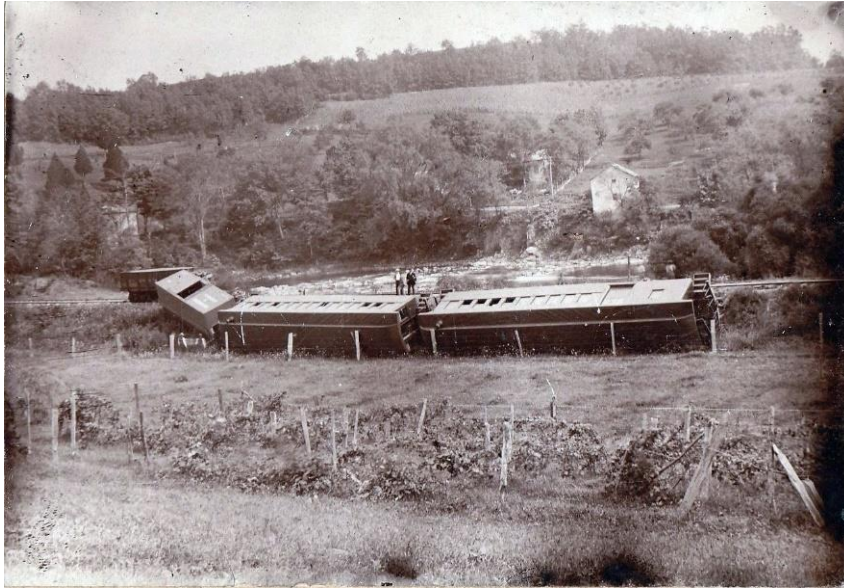
62. George Corey posted the photograph of the CascadeWye shown below in the *Remembering The Delaware & Hudson Railroad* group on Facebook, June 20, 2023



Pushers on the Cascade Wye

George Corey: "Back in 1952, near the end of steam on the D&H, Challengers still worked over the hill at Ararat between Lanesboro and Carbondale. Here, the helpers are coming off the wye to help a southbound. Such glorious sights were soon gone."

63. Photo of derailment at Fortenia on the Honesdale Branch of the D&H; SRP email to Scott Bennett, June 2023:



“Derailment at Fortenia” + “D&H Waiting Room at Fortenia, Pa.”



64. Photo of model of “D&H No. 1532 and Tender” made by Phil Jubinski and donated by him to the Carbondale D&H Museum, May 10, 2023; photo posted by SRP in *Remembering The Delaware & Hudson Railroad* group on *Facebook*, June 23, 2023



**D&H No. 1532 and Tender:** This beautiful model of D&H No. 1532, in the display case shown here, was donated to the Carbondale PA Historical Society on May 10, 2023, by Philip Jubinski (now 90 years old) of Endwell, NY. Mr. Jubinski, who made this model, was born in Simpson, PA (just north of Carbondale), where the Jubinski family lived at 7 Railroad Street.

**Edward Zech:** Wow!! fantastic!

**Rick Davies:** Beautiful model !

**Joseph Senese Sr.:** Excellent

**Cody Gonsauls:** Pictures don't do this justice! It's so detailed and excellent to see in person. It's almost like a papier mache model all crafted by hand.

**Benjamin Maggi:** What scale is it? How large is it?

**Silas Robert Powell:** The engine and tender are 33 inches long, 5 1/2 inches tall, and 3 inches wide.

65. The three photographs posted here, and the paragraph shown below, were posted in the *Remembering The Delaware & Hudson Railroad* group on *Facebook*, June 28, and shared with all Delaware and Hudson Transportation Heritage Council members on June 28, 2023: 40 "Likes" in a few days

**"Three Volumes of Minutes of Meetings of the D&H Board of Directors, 1894-1903, 1904-1907, and 1928-1936.** Miraculously, these three volumes (two of which have substantial locks on them) have surfaced recently in California, and they are now in the archives of the Carbondale (PA) Historical Society, where they will all be read and studied by archivists with a passion for the history of the Delaware and Hudson Canal Company / Railroad / Corporation. Who knows what new information / facts about the D&H will be "unlocked" / discovered when these volumes are carefully read! Stay tuned."



66. Typescript of S. Robert Powell's article titled "Photographing the D&H in the 19<sup>th</sup> Century" that was published in the *Bridge Line Historical Society Bulletin*, July 2023, pp. 12-15, 17:

## **Photographing the Railroad and Mining Operations of the D&H and the Pennsylvania Coal Company in the Nineteenth Century**

By S. Robert Powell, Ph.D.

The photographs that were taken by Thomas H. Johnson, Ludolph Hensel, and W. B. Foster, who lived and worked in the anthracite coal fields of northeastern Pennsylvania in the second half of the nineteenth century, enrich immeasurably our knowledge of the anthracite mining and railroad operations of the Delaware and Hudson Canal Company and the Pennsylvania Coal Company during that period. (Hensel lived and worked well into the twentieth century, but his splendid mining and railroad photographs, which are our primary concern here, were all taken in the nineteenth century.)

**Thomas H. Johnson** (Scranton, PA): In the period 1860-1865, Johnson photographed Delaware and Hudson Railroad properties. Twenty-one prints of photographs by Johnson (albumen silver prints from wet collodion negatives, images 12 x 15 3/16 in) of D&H properties are in the collection of the Wayne County Historical Society; one Johnson print is in the collection of the Carbondale Historical Society. Prints of photographs by Johnson are rare. A collection of 32 Thomas H. Johnson silver albumen prints of Delaware and Hudson subjects was offered for sale at Sotheby's on April 7, 1998. In the auction catalogue they were described as "an exceedingly rare group of images". They sold that day for \$66,300.





*“Carbondale,”* detail of Section 1, photo by Thomas H. Johnson. Plane No. 1 on the D&H Gravity Railroad can be seen at the top center of this photograph taken 1860-1861. The smokestacks at the engine houses on D&H Gravity Railroad Planes 2, 3, and 4 can also be seen in this photo.

The provenance of those 21 Johnson prints in the collection of the Wayne County Historical Society is interesting. They are in the WCHS collection thanks to the enlightened thinking of Horace G. Young, D&H Vice President, 1884-1903.

Over the years, as a member of a D&H family and as a high-ranking D&H official (see our article, “Coe F. Young and Horace G. Young: Father and Son, D&H Managers” in the May 2022 issue of the *BLHS Bulletin*, pp. 16-18), Horace Young became the owner of a large and extraordinarily valuable collection of Johnson photographs of Delaware and Hudson subjects that were taken by Johnson in the period 1860-1865.

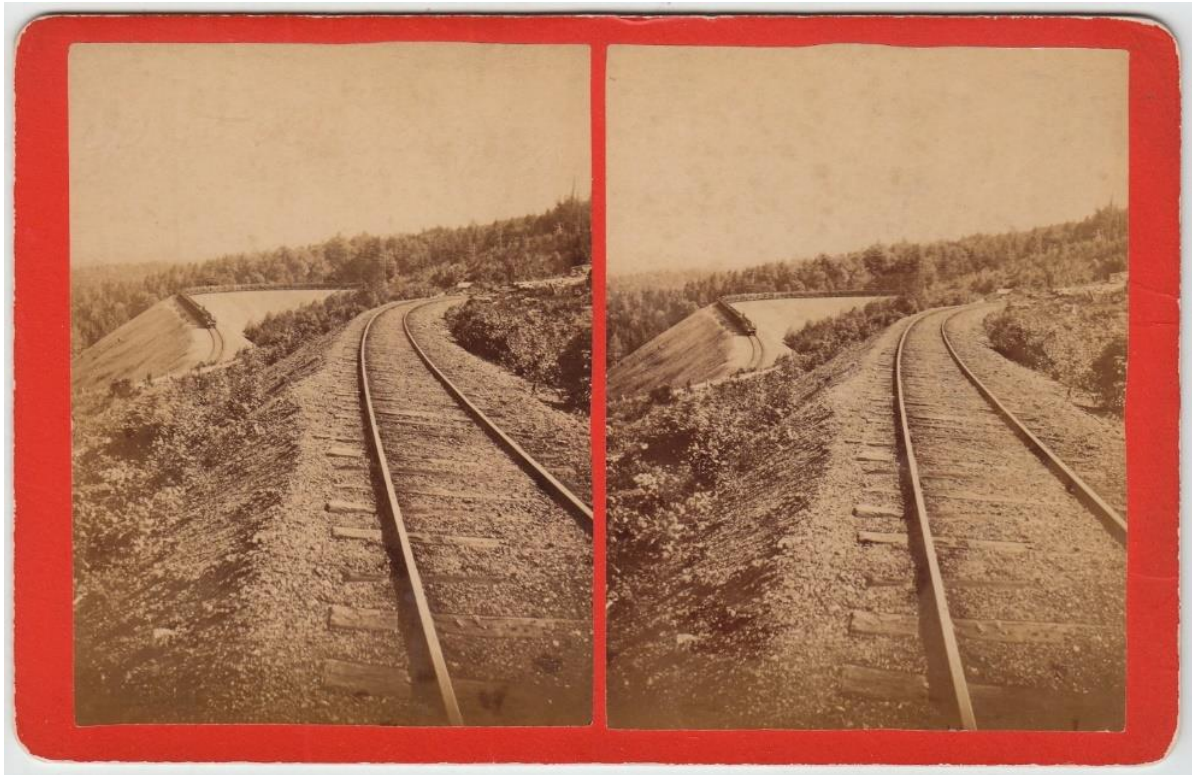
In January 1922, Horace Young gave his collection of Johnson photographs to Judge Alonzo F. Searle who, on March 1, 1925, presented that collection to the Wayne County Historical Society, where they are today among the prize possessions of that Society and where they continue to serve as important reference documents in the history of the Delaware and Hudson Canal Company and its canal, railroad, and mining operations.

**Ludolph Hensel** (Port Jervis and Hawley) was born on January 29, 1849, in New York City and moved to Port Jervis in 1866, where he became an assistant to another photographer. In 1875, he opened his own photography studio in Port Jervis at No. 4 Front Street. In 1878 he moved to Hawley, PA, where he established a highly successful photography studio on Main Street. He died in Hawley on November 29, 1927.

When we wrote about Hensel in this column in June 2020 (“The Seven Photographic Series of Ludolph Hensel”, pp.16-17, 19), it was our understanding that Hensel’s oeuvre consisted of seven stereographic series and thousands of individual images. We now know that Hensel produced no less than nineteen photographic series and that eighteen of those series consist of stereoscopic views (the photos in Series No. 3 are not stereoscopic images). Twelve of the nineteen photographic series created by Hensel were created by Hensel in the Port Jervis period of his career. Seven were produced during the Hawley years.

The specific year of publication of only two of those series is known: Series 1 and 2, both of which were published in August 1879. That fact we have learned from a newspaper story, titled “Splendid Home Stereoscopic Views”, that was published in the August 2, 1879 issue of the *Carbondale Advance*. (The years in which Series 3-19 were produced have not yet been learned.) Here is that article about the publication of Series 1 and 2:

**“Splendid Home Stereoscopic Views.** / Mr. L. Hensel, a very skillful artist of Port Jervis, N. Y., has rendered our town, and our romantic coal region, a great service. For some months past he has been engaged in taking views upon the streets of our city, and of the whole town from surrounding elevations, and also along the line of our different railroads, including many wild, weird and romantic scenes. His subjects have been well chosen, and the work done with great judgment and skill. Together they make a collection of the finest stereoscopic views that have yet been published. No pictures can surpass them in romantic beauty, and we predict for them great popularity and a wide sale everywhere. Here, especially, they have an added and still greater value. They pertain to our own homes, and surroundings, and place in a most interesting form—so that they may be enjoyed at ease in our parlors—the picturesque beauty of scenes about us. They should be upon every centre table. / The names of the different views embraced in the list will be found in our advertising columns to-day, and a full supply can be found at the store of Henry B. Jadwin, on the Public Square, Price 20 cts. each; \$2.00 per dozen.” These stereocards were also on sale at Peterson’s and Greeley’s in Honesdale.



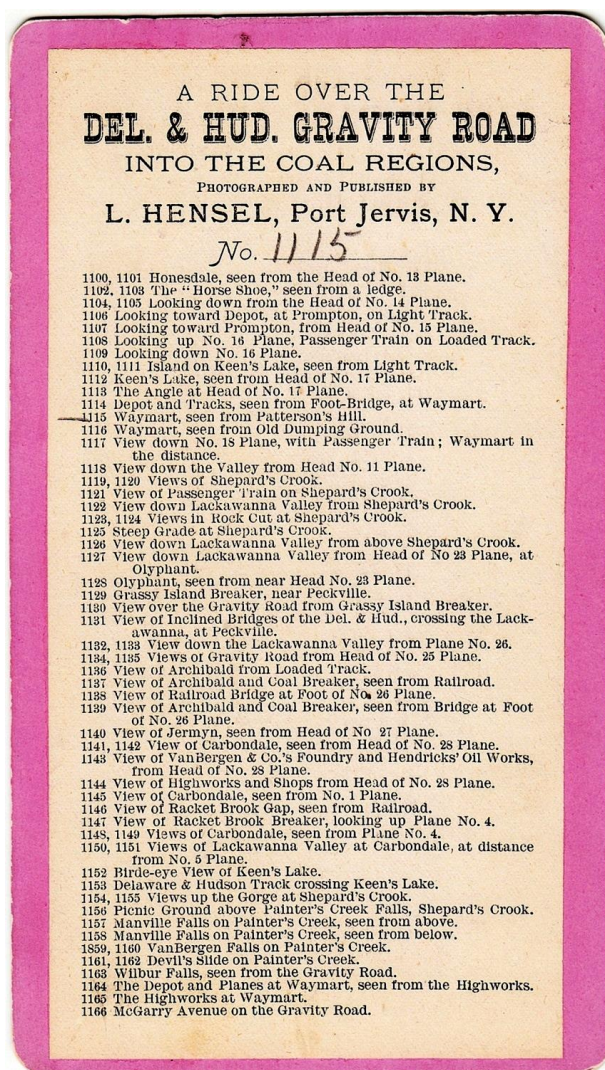
“View of Shepherd’s Crook” on Level 20 of the D&H Gravity Railroad. This is photo No. 1119 in Hensel’s celebrated stereoscopic series, “A Ride over the Del. & Hud. Gravity Road into the Coal Regions”

Here are the titles of the nineteen Hensel series (Cataloguing note: The numbers given here to these Hensel series are arbitrary and not chronological):

1. A RIDE OVER THE DEL. & HUD. GRAVITY ROAD INTO THE COAL REGIONS
2. Stereoscopic Views of CARBONDALE, PA.
3. VIEWS OF CARBONDALE, PA.
4. Views along THE HONESDALE BRANCH OF THE NEW YORK, LAKE ERIE & WESTERN RAILROAD
5. THE BEAUTIFUL SCENERY OF PIKE CO., PA.
6. Stereoscopic Views of HONESDALE, PA.
7. A RIDE over the PENN’A COAL CO.’S GRAVITY ROAD INTO THE COAL REGIONS.
8. STEREOSCOPIC VIEWS OF SCRANTON, PA.
9. STEREOSCOPIC VIEWS OF HONESDALE, PA.
10. THE BEAUTIFUL SCENERY OF PIKE COUNTY, PA.
11. THE BEAUTIFUL SCENERY OF PIKE COUNTY, PA.



12. THE BEAUTIFUL SCENERY OF Pike County, Pa.
13. THE BEAUTIFUL SCENERY OF PIKE COUNTY, PA.
14. STEREOSCOPIC VIEWS OF SCRANTON, PA.
15. Views of Pittston, Pa.
16. STEREOSCOPIC VIEWS of WILKESBARRE, PA.
17. VIEWS OF New York City
18. THE BEAUTIFUL SCENERY OF PIKE CO., PA.
19. VIEWS OF Hawley, Wayne County, Pa.



Index on the reverse of the 66 stereoscopic photos in Ludolph Hensel's *A RIDE OVER THE DEL. & HUD. GRAVITY ROAD INTO THE COAL REGIONS*, Photographed and Published by L. HENSEL, Port Jervis, N. Y. 1879.

The two series which focus exclusively on the D&H Gravity Railroad and the Pennsylvania Coal Company's Gravity Railroad are Series 1 (D&H) and Series 7 (PCC):

Series No. 1: "A RIDE OVER THE **DEL. & HUD. GRAVITY ROAD** INTO THE COAL REGIONS, Photographed and Published by L. HENSEL, Port Jervis, N. Y." All of the images in this series, Nos. 1100-1166, are stereoscopic views of the D&H Gravity Railroad. Note that there are also D&H images in the second, third, fourth, sixth, and nineteenth Hensel series.

Series No. 7: "**A RIDE** over the PENN'A COAL CO.'S GRAVITY ROAD INTO THE COAL REGIONS. Photographed and Published by L. HENSEL, Hawley, PA." These are all stereoscopic views, and they are numbered 1400-1459. See also Series No. 8, Views Nos. 1599-1608, and Series No. 19, for additional photographs of Pennsylvania Coal Company's Gravity Railroad.

**W. B. Foster** (Carbondale, PA): Foster produced a booklet titled "Souvenir of the GRAVITY ROAD Photo-Gravures of the Old Delaware and Hudson Coal and Passenger Road, between Carbondale and Honesdale, Pa." This souvenir booklet contains 13 photos of the D&H Gravity Railroad that were taken by W. B. Foster, a Carbondale studio photographer.



W. B. Foster photo of Planes No. 19 (left) and No. 11 (right) on the Delaware and Hudson Gravity Railroad. This photo was published in Foster's commemorative booklet titled "Souvenir of the GRAVITY ROAD, Photo-Gravures of the Old Delaware and Hudson Coal and Passenger Road, between Carbondale and Honesdale, Pa."

Only one copy of this souvenir booklet, the one in the collection of the Carbondale Historical Society, is known to exist. This very rare copy of W. B. Foster's "Souvenir of The Gravity Road"

was mailed to the Carbondale Public Library on March 8, 1995 by Raymond G. Neveil, Brielle, NJ. On a note that Mr. Neveil enclosed with the booklet, he stated that he was sending the booklet to the Carbondale Public Library because "It could serve the public interest better in a public collection rather than in my possession." The Librarian at the time, Ann Muldoon, thinking archivally, turned the booklet over to the Carbondale Historical Society.

All of the photographs by W. B. Foster in this booklet were widely circulated in the nineteenth century, as individual photographs, without any indication that these photographs were taken by W. B. Foster. With this intact Foster booklet now in the holdings of the Carbondale Historical Society, we can now identify the Gravity Railroad photos in general circulation that were taken by Foster and those that were taken by another photographer.

From careful study of the many photographs of Delaware and Hudson real estate, rolling stock, and anthracite mining operations shown in the photographs taken in the nineteenth century by Thomas H. Johnson, Ludolph Hensel, and W. B. Foster, we have learned a great deal about D&H and Pennsylvania Coal Company facilities and operations that is not described in the textual histories of those companies. The door is still wide open, and there is, to be sure, much more to be learned about the D&H and the Pennsylvania Coal Company by studying these photographs.

\* \* \* \* \*

67. Pennsylvania Anthracite Heritage Museum: Pine Ridge Colliery Breaker, located in Miners Mills Section of Wilkes-Barre. Mining at the site began around 1865 and continued until 1968. By the mid 1950s, coal from the site was transported to the Marvine Breaker for processing. This photo was posted on Facebook on July 3, 2023.





Pine Ridge Colliery Breaker See S. Robert Powell's D&H Volume XVIII (Breakers), pp. 352-353.

68. This photo of a 1975 D&H commemorative pin was posed in the *Remembering The Delaware & Hudson Railroad* group on Facebook, by Stan Zeh, July 5, 2023:



69. Photo of a derailment on the Delaware & Hudson Railroad, near Waterford, NY on May 19, 1962. Photo posted by Adrian Brisee in the *Remembering The Delaware and Hudson Facebook* group, July 5, 2023, with this comment: "This may be old news to some, but it is the first time I have heard about it."



**John Gabriel:** Happened in Northside.

**Adrian Brisee:** The terrain looks right for Northside.

**John Gabriel:** It is. I was there. In the area parallel to Davis Ave. and Waterford Rural cemetery. NYS workshops are there now.

**Doug Lezette:** Nice to see a radio great posting here! Peter King of WHEN/CBS News Radio joined a while back.

**John Gabriel:** Hi Doug. I grew up in Waterford. How could I not comment on this train wreck? And...yes, Peter is a friend.

**Doug Lezetete:** The Montreal Limited wreck in Ballston Spa a few years later is remembered more. Fatalities. Thanks for the details on this one.

**Stephen Lamora:** Northside Cemetery derailment. Grandfather told me many stories about that

**Adrian Brisee:** The guy to the right reminds me of Zip, the Waterford postman. It may not be, but the age is about right.

**Stephen Lamora:** I'll ask my Dad he may know.

**John Caravello:** It's also the first time I've heard of it also.

**Eric B. Frey:** The Laurentian? Nb or sb?

**Richard Stack:** So many wrecks Hugh side six axel cars. Rigid trucks.

**Kevin Greene:** Looks like the bend across from the freight house now public library.

**George Hofmann:** Just curious. On the car behind the gentleman closest to the camera, it appears there are twin air valves mounted on the end of the car. Would anyone know their purpose ?

**Doug Lezette:** The car directly behind the man in the white coat is one of two diners (#151/152) rebuilt at Colonie in 1940-41 to resemble the ACF "World's Fair" coaches. (Info from Geoffrey Doughty's Morning Sun book.) If this car was retired after the wreck, the D&H might have been down to one diner. For a few years in the mid-60's, the Laurentian had no diner. This derailment couldn't have helped.

70. Photo, July 6, 2023, of NYO&W hand truck, in the collection of Cody Gonsauls, Carbondale Township Historical Society:





Cody Gonsauls: “Here we have another great piece that is in our collection, freshly cleaned and polished. This is an early 1900’s New York Ontario and Western freight/baggage cart/hand truck from a station in New York. It came out of our friend’s collection, from whom we also got the fire bucket and other wonderful items. Just seeing the sheer mass and size of the metal used then I’m sure it could move about anything the railroad shipped at the time. Enjoy!”

**Silas Robert Powell:** “What a great addition to the always-growing and increasingly comprehensive NYO&W collection at the Carbondale Township Historical Society! The hands-on usefulness of this hand truck will increase immeasurably in the months and years ahead as the CTHS organizes/displays its first-class collection of NYO&W and D&H artifacts.”

71. *“O&W Engine on the Trestle over the D&H yard”*, photo posted on *Facebook* in the *Remembering The Delaware & Hudson Railroad* group, July 6, 2023, by S. R. Powell. 75 “Likes” in 24 hours



**The D&H and the NYO&W** (Scranton Division) were never very far from each other in the upper Lackawanna Valley in Pennsylvania. In the remarkable photo shown here, we see a beautiful O&W engine (heading North) on the O&W trestle over the Delaware and Hudson yard in Carbondale.

**Luke Kolz:** Dickson Manufacturing Company, Scranton, on the front number plate

**Silas Robert Powell:** Wow! Very nice discovery. Two local railroads + a locally made engine on an identified and historically-important site (O&W trestle over D&H yard). All of those facts make this a very important photograph in the history of railroading in northeastern Pennsylvania. At the same time, and perhaps most importantly, the photographer who took the photo had a finely-tuned eye for composition and presentation--which would make this a prize-winning and historically-important photograph even if we didn't know anything about the scene and the subject portrayed.

**Charlie Northup:** D&H and O&W also crossed in Sidney NY.

**Geoff Ross:** Notice the Link and Pin Coupler.

**Doug Lilly:** OSHA would not like that a little, and the guy standing on the bridge beam wouldn't have pleased them, either.

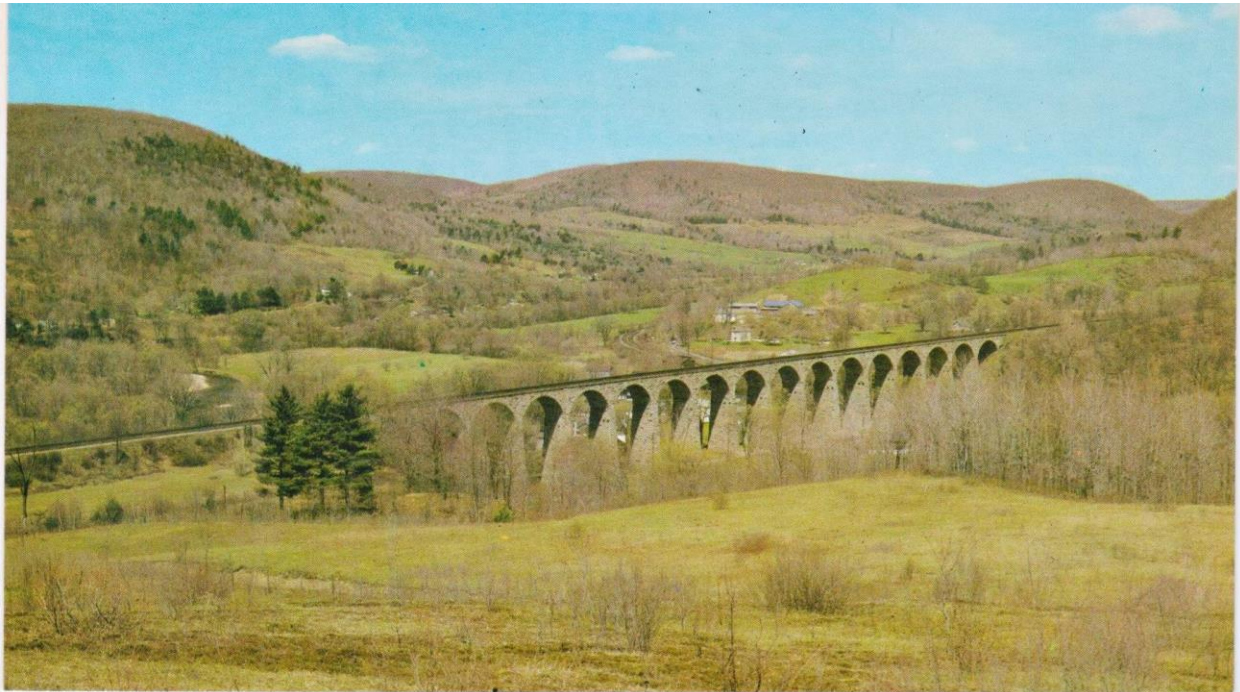
O&W question and answer, both stimulated by my posting a photo of an O&W engine:

**Brien McMahon:** Still cannot get a solid answer on an O&W symbol train from their yard in Scranton to Maybrook NY and NHRR. New Haven RRs hottest train from Maybrook to Boston was always OB2 till end of NHRR. New Haven RR gurus deny any inheritance from O&W as No doubt O&W OB2 no doubt carried a solid batch of NHRR tonnage, Any input appreciated.

**Gordon Davids:** O&W southward train symbols changed a few times, but one common one was the LV traffic via Sibley Jct and Mayfield to NH Maybrook - LB-2 ("Lehigh Valley - Boston"). It connected with NH OB-2 at Maybrook with perishable traffic (fruit, produce and meat) and any fill-out tonnage. Another common O&W symbol, for the hot traffic from the DL&W at Cayuga was NE-4.

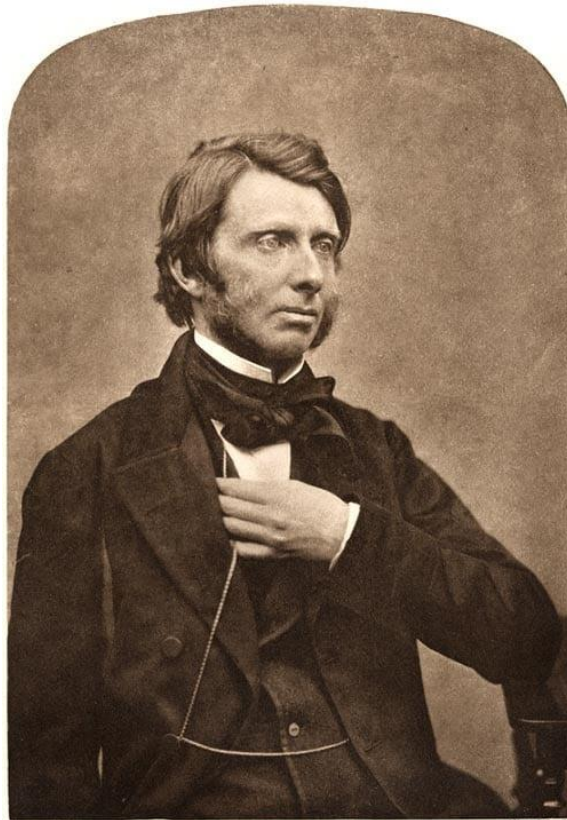
The actual O&W / NH interchange was Campbell Hall, but of course the O&W ran on the NH (CNE) to Maybrook. Northbound traffic from Maybrook was not as time-sensitive, so the O&W often called a crew at Middletown to take LB-2 to Maybrook and return with empties and such, then continue to Mayfield and tie up. The labor agreement allowed a road freight crew to return through its initial terminal within eight hours of going on duty, and continue to its destination. After that crew was rested at Mayfield, they would return with LB-2 or the other Maybrook connection. and tie up at Middletown.

72. Starrucca Viaduct, post card, photo and commentary posted in the *Remembering The Delaware & Hudson Railroad* group on Facebook, July 11, 2023, by S. R. Powell:



Starrucca Viaduct





John Ruskin

**“STARRUCCA VIADUCT:** Every once in a while, when I feel the need to re-charge my intellectual batteries, so to speak, and to reinforce my commitment to writing and recording the history of the D&H, I drive up to Lanesboro and spend a couple of hours at the Starrucca Viaduct (designed by Julius W. Adams, an American civil engineer, who was born October 18, 1812, in Boston, and built under the direction of Adams’ brother-in-law, James Pugh Kirkwood, a Scot, who was born in Edinburgh, March 27, 1807).

Invariably, while there, as I focus on the amazing viaduct (seen here from up on the mountain) that Adams and Kirkwood built in 1848-1849, the great English writer, philosopher, art critic, and polymath of the Victorian era, John Ruskin (1819-1900, photo shown here) comes to mind, and I recall his wonderful observation about "building forever": “When we build, let us think that we build forever. Let it not be for present delight nor for present use alone. Let it be such work as our descendants will thank us for; and let us think, as we lay stone on stone, that a time is to come when those stones will be held sacred because our hands have touched them, and that men will say, as they look upon the labor and wrought substance of them, 'See! This our fathers did for us.' ”

**Michael Riley:** Really nice narrative. Thanks.

73. John V. Buberniak's birthday, July 25. Post by S. Robert Powell in *Remembering The Delaware & Hudson Railroad* group on Facebook

"JOHN V. BUBERNIAK was born on July 25, 1965, and died on February 5, 2018. For many of us, life is just not the same without John, but life goes on, as it must. His life-long research and writing on the Delaware and Hudson Railroad, it gives me immense pleasure to report, has been saved, and therein--and in the hearts of those of us who loved him dearly--he will live forever.

Note: The complete text of John's book on the D&H is incorporated into Volumes XXIII and XXIV of S. Robert Powell's "History of the Delaware and Hudson Railroad", which were published on October 9, 2018.



John V. Buberniak (07-25-1965—02-05-2018)

"Likes" from: Steve Ramiza, Norman J. Barrett, Chris Murphy, George Hofmann, Cory Conway, Bernie Walsh, Suzanne Kilcullen, Greg Flynn, Bruce Nelson, Thomas Pemrick, Edward Zech, Bob Kane, Richard Barnes from Tafton, PA: "RIP John!!!!", John Thorna, Ken Kreitner, Michael Riley, Jeffrey Kennan

Mike Murphy



74. Shepherd's Crook, summer and winter; photos posted by S. Robert Powell in the *Remembering The Delaware and Hudson Facebook* group, July 2023. 60 “likes” in a couple of days.



“SHEPHERD'S CROOK on Level No. 20 on the Delaware and Hudson Canal Company's Gravity Railroad from Carbondale to Honesdale. Photo by Ludolph Hensel, 1868. Seen in this photo is a substantial cut of empty coal cars on their way back from the Canal in Honesdale to the mines in the Lackawanna Valley. The second photo (inside the crook) was also taken by Hensel. In the nineteenth century, as many as 15,000 people a day (some from as far away as New York City) traveled to the top of the Moosic Mountain above Carbondale in order to experience the pleasure of riding down the mountain, through this section of Level No. 20.”

75. "Carbondale in the 1950s" photo posted by George C. Corey in *Remembering The Delaware & Hudson Railroad* group on Facebook, July 31, 2023





76. O&W and D&H discussion; Bob Young, Walter Kierzkowski, and John Bifano, August 4-6, 2023:

From: **Robert Young** <[ryoung.lean@gmail.com](mailto:ryoung.lean@gmail.com)>

Date: Fri, Aug 4, 2023, 4:16 PM

Subject: O&W Question

To: <[waltk6@optonline.net](mailto:waltk6@optonline.net)>

Cc: <[carbondalehistorical@gmail.com](mailto:carbondalehistorical@gmail.com)>

Mr. Kierzkowski: I was at the Carbondale Historical Society today and had an O&W/D&H question for Dr. Powell, he suggested contacting you for a definitive answer.

The question is: How was the O&W able to acquire land for their Scranton Division in the Anthracite Region when much of the land was owned by the D&H ?

Did the O&W's Charter give eminent domain ?

I know the D&H made construction through Carbondale difficult by barring grade crossings, did the D&H act to obstruct land acquisition where the D&H held title to required land. I'm thinking of Archbald, Jermyn, Simpson and Scranton where D&H/O&W tracks were within feet of each other.

Or did the interlocked Boards of Directors just share wealth ?

Thanks in advance for any insights you may have.

Bob Young  
Madison Township  
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**waltk6@optonline.net**

Fri, Aug  
4,  
10:25 P  
M

to Robert, carbondalehistorical, me

Walter K: "The NYO&W was hauling coal for the D&H from Sidney NY to the Coal dock in Oswego NY on Lake Ontario as the D&H had no access to the lake in the 1880's. In 1888 the O&W decided to build a branch into the coal fields the D&H did oppose it but lost the battle in court. The Scranton & Forest City RR was chartered on Nov 21, 1888 the following year was

consolidated with the Forest City and State Line RR charted on March 16 1889 and then the Hancock & Pennsylvania RR organized Oct 3 1889 to form the Ontario, Carbondale & Scranton Railway Co. organized Oct 3, 1889 and the O&W main line at Hancock Jct. (Later Cadosia)

There is a new book on the O&W's Scranton Division, available from the OWRHS Volume 1, "Called a Late Arrival Shakes Things Up", 202 pages of reading and forms and photos. See attached.

Walt K."

# O&W'S SCRANTON DIVISION

## VOLUME I

### A LATE ARRIVAL SHAKES THINGS UP

\*\*\*\*\*

Many people interested in the O&W are familiar with the usual story that the O&W built down to Scranton; the Scranton Division opened in 1890; O&W made lots of money hauling a torrent of anthracite and then the mines were exhausted and the O&W went bankrupt. And, oh yes, they ran symbol freights to/from the New Haven Railroad at Maybrook Yard. There is a lot more to the history and some of it has been covered elsewhere.

The Scranton Division's infrastructure has been covered extensively before, in pictorial form. The Scranton Observer, Auto Guide, Mayfield Yard and Carbondale Viaduct, all publications of the O&W RHS, were basically picture books. There is also the Morning Sun color book. Many of those interested in the Scranton Division at this late date will have these publications in their library and can refer to them for photographs of its construction, the bridges and trestles, etc.

Helmer and Karig have covered some historical aspects. This volume and the two following volumes will attempt to provide a much more text-based, in-depth history and analysis of the Scranton Division as it was most commonly known.

D&H and O&W were friendly partners in the 1880's at Sidney where D&H delivered anthracite destined to Oswego and other destinations. But when O&W's construction companies started surveying and building into D&H territory, there ensued a considerable court battle as D&H tried to obstruct the project. Even Erie got into the act at Hancock Jct.

O&W, through subsidiaries and local allies and with the support of British and Dutch investors, aggressively sought contracts with independent producers binding their output for transport. The company soon built up quite a reputation as an up and coming enterprise already enjoying a large measure of success. Its purchase of Lackawanna Iron & Steel's coal properties for \$4,000,000 was the costliest ever in the Lackawanna Valley and O&W beat out the home town favorite, much larger DL&W. DL&W battled Mount Pleasant Colliery's owner unsuccessfully to prevent a switch to O&W.

However, the independent producers who had encouraged the O&W's entry were not satisfied and advocated three successive schemes to bring yet another railroad into the region. The anthracite carriers managed to kill these efforts.

Within a few years of the 1890 startup, O&W was suffering financially from low market prices while having to invest all profits into capital improvements such as waterfront terminals, heavier rail and larger rolling stock while eschewing dividends. O&W's entry into the Lackawanna Valley was a major factor in destabilizing the market for anthracite through oversupply driving prices down to unprofitable levels. The anthracite carriers had to agree to a new system of percentage allocations because the existing one excluded O&W, NYS&W and Coxe Bros. This limited the future growth of O&W's business, but, on the other hand, they too were suffering from a depressed market.

The reserves of the collieries tied to the O&W's were the smallest of any anthracite carrier and management knew that from the start. Even the LI&SC purchase and various other actions were just not enough to overcome that handicap. Most independents were already controlled by competitors. O&W served many collieries over the years but few were really productive or enjoyed more than a few years of high output. The other roads, like neighboring D&H, served collieries that dwarfed O&W collieries both in annual production and in the number of highly productive years.

So, we know how the story ultimately turns out. But, for a few decades, the O&W gave a good account of itself and cast a large shadow over the Lackawanna Valley. These pages contain the first few chapters of that narrative.



S. Robert Powell <srp18407@gmail.com>

10:4  
9 A  
M

to walt, ryoung.lean

August 5, 2023

Walt:

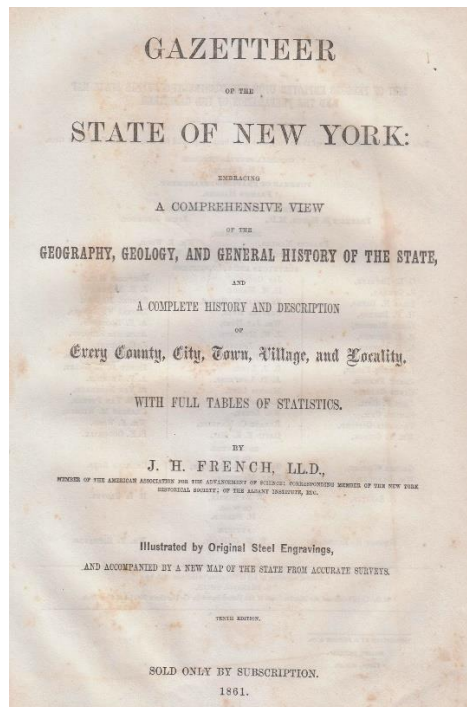
Thanks for helping out Bob Young with his O&W / D&H questions. When it comes to questions on the O&W, you're the guy to talk to!

As it turns out, your response to Bob Young contains lots of background information on the O&W that I didn't know, and so I have carefully incorporated that new material into our O&W files.

Attached is a beautiful 1861 engraving of the Oswego Harbor (before the O&W came to town) that I came across not too long ago. Oswego has for many years been a special place in my world because it was in SUNY College at Oswego (in 1971) that I began my university teaching career.

On with the show!

Robert





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**Robert Young**

Sun, Aug  
6,  
8:51 PM

to me

Dr. Powell: I received a reply from John Bifano (below). His reply makes sense to me, thank you for your help in identifying the resources.

**From:** John Bifano [mailto:[gepifano@gmail.com](mailto:gepifano@gmail.com)]

**Sent:** Sunday, August 6, 2023 8:18 PM

**To:** Robert Young

**Subject:** Re: O&W-D&H Question

Bob,

The O&W's predecessor, the New York and Oswego Midland, acquired the land for what would become the Scranton Division around 1869 and this some survey work until its bankruptcy in 1873. After solvency and reorganization as the NYO&W, the O&W's president Thomas Fowler resurrected the Midland's plans to tap into the now very lucrative anthracite coal trade using the Oswego, Cornwall, and West Shore Weehawken coal docks for local consumption as well as marine shipments via the O&W's two ocean going tugs and fleet of barges and schooner barges and two bulk Lakes carriers to Canadian and New England destinations.

The 54-mile division from Scranton to Hancock was a consolidation of 3 lines: 2:93 miles of it in the State of New York was called the Hancock & Carbondale, 27:92 in Wayne county, Pennsylvania, was called the Forest City and State Line, and 23:52, also in Pennsylvania, was called the Ontario, Carbondale & Scranton. These lines would all give 99-year leases to O&W. The majority of the O&W's profits came from coal, milk and passenger revenues, all of which went into a tailspin and by the late 1930s, the O&W would sink into receivership once again.

My guess is since the O&W's predecessor the Midland already owned the right of way, the only way the D&H could hinder construction was in Carbondale by having the town bar the O&W from having any grade crossings in the city limits.

John Bifano

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August 7, 2023

John:

Thanks for helping out Bob Young with his O&W / D&H questions. "Got an O&W question? Contact John Bifano."

As it turns out, your response to Bob Young contains lots of background information on the O&W that I didn't know, and so I have carefully incorporated that new material into our O&W files.

Attached is a beautiful 1861 engraving of the Oswego Harbor (before the O&W came to town) that I came across not too long ago. Oswego has for many years been a special place in my world because it was in SUNY College at Oswego (in 1971) that I began my university teaching career.

On with the show!

Robert

-----

From Walter Kierzkowski: on August 9: O&W coal to Owego from Sidney, NY:

Robert here is a page from the 1886 annual report of the O&W. Walt K



The coal hauled from Sidney to Oswego for Lake shipment during the year was 88,300 tons, a decrease of 28,662 tons, or  $24\frac{9}{10}$  per cent., as compared with previous year.

Low rates made by the trunk lines on coal to Buffalo and lower freight rates by Lake from Buffalo to Chicago and other western ports, have operated against Oswego, and it is only reasonable to suppose that a further reduction in this traffic will take place. The larger vessels now operating between Buffalo and Chicago cannot reach Oswego on account of the locks in the Welland canal, and the tolls on the Welland canal also place Oswego at a disadvantage as compared with Buffalo.

The transportation of coal (tons carried one mile) is about 32 per cent. of the entire tonnage. The total amount of coal shipped from Sidney to all points during the year, was 296,652 net tons, an increase of 227 tons over the previous year. The revenue on this coal was \$155,666, a decrease of \$12,788, as compared with the previous year. The average rate per net ton per mile for transportation of all coal from the D. & H. road was 7.75 mills.

Our contract with the D. & H. C. Co. for the transportation of coal expires on the 1st of January, 1887, but renewal of this contract upon the same terms as before was made in connection with the lease of the Utica division, and will continue for thirty-five years, or until the termination of the lease. Under this contract one-half of the selling price of coal at Oswego, after deducting commissions, is pro rated on a mileage



Ontario Land Co. 1889 annual report:

ADDITIONAL TERMINAL FACILITIES PROVIDED.

15. At Oswego, arrangements have been made to acquire land on which an additional trestle will be erected, of sufficient capacity to handle conveniently and economically an increase of tonnage for shipment to Lake Ontario points.

On the Hudson River, at Cornwall, five hundred feet in width of water front property was recently purchased, at a cost of five thousand dollars, and wharfage accommodations can, when necessary, be furnished at that point on your line.

At Weehawken, a water-front property, adjoining the West Shore Railroad Company's terminal, having a frontage of 346 feet, and extending 440 feet in shore, from the high-water line, was recently purchased at a cost of \$23,250, and the adjoining land under water, extending 550 feet into the Hudson River, has since been leased from the State. This property is being improved preparatory to building coal trestles and pockets, the plan providing for a crib bulk-head and solid filling 250 feet to the riparian line, with slips each side, and two piers, 50 feet wide and 300 feet long, extending into the river, thereby giving a total frontage on docks and piers of nearly 2,000 feet.

These improvements, with storage room at Middletown and Hancock, will, it is believed, enable your Company to handle a large coal traffic satisfactorily and in an economical manner.

-----  
August 9

Walt:

Thanks for the Oswego material for 1886 and 1889.

The railroads all competed with each other, but, at the same time, they also found it mutually

rewarding if they worked with each other.

Robert

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**S. Robert Powell** <srp18407@gmail.com>

10:3

3 A

M

to walt Kierzkowski

August 14, 2023

Walter:

Thanks for the additional materials on the O&W.

It's good to know (1894 annual report) that there were 12 O&W breakers on the Scranton Division in 1894. Also, it's good to have the names (directly from stock certificates) of the four "local" railroads\* that became the O&W's Scranton Division.

Robert

\*The Hancock and Pennsylvania Railroad Company; Ontario, Carbondale & Scranton Railway Company; Forest City and State Line Railroad Company; and Scranton and Forest City Railroad Company

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*77. Remembering The Delaware & Hudson Railroad group on Facebook, August 8, 2023:*

**Bhanu Gaur:** At the bottom of a bin of railroad artifacts donated to the Greater Oneonta Historical Society was an envelope marked "Moving Caboose to Park" with this photo inside! It's presumed this is from the summer of 1924, laying temporary track to bring the #10 Caboose to a pavilion in Neahwa Park in Oneonta, where it has resided since!"





78. September 2023 issue of *Bridge Line Historical Society Bulletin*: three articles by S. Robert Powell:

"Delaware and Hudson Books of Minutes Surface in California", p. 7

"Delaware and Hudson Canal Company Excerpts from the Minutes of Board of Directors Meetings, January 5, 1894—February 24, 1897", pp. 10-11, 13

"Harmony and Disharmony in the Anthracite Coal Fields, 1823-1869", pp. 16, 18-19

## Delaware and Hudson Books of Minutes Surface in California

by S. Robert Powell, Ph.D.

"AN ACT to Incorporate the President, Managers and Company of the Delaware and Hudson Canal Company" was passed by a two-thirds vote of the New York State Legislature, with the approval of the Governor, and became law on April 23, 1823.

One hundred and fifty or more years later, the final physical residue\* of "America's oldest continuously-operated transportation company" (the D&H), ended up in the holdings of the International House of Pancakes in the Los Angeles area of California. The precise path by which those D&H remains, so to speak, ended up in the holdings of IHOP Corporation is not known to us, and for our purposes here, knowing that path is not really important (even though it surely must be an interesting path to follow).

What is important, for our purposes, is that James Stamm was working for IHOP Corporation at the time, and that he was charged with clearing out/getting rid of items held by IHOP that had been received from companies acquired by IHOP in previous years, and which IHOP no longer wanted. In doing so, Mr. Stamm (whose father was a railroad inspector in Kansas) came across and acquired three volumes of Delaware and Hudson Company Corporate Minutes. He recognized immediately the historical importance of these three volumes, and gave it his best to find a home for them, but was not successful in doing so. In December 2021, he passed away.

In May 2023, his wife, Nancy Stamm, contacted Barbara Bachorz at the Bridge Line Historical Society, and told her about the three volumes of D&H corporate minutes, and said that she was hoping to find a permanent home for them. Barbara recognized immediately the historical importance of these volumes, quickly contacted the present writer, and told him about them. "Such wonderful news", said he. "We must get these volumes". This was fully with the blessing of the BLHS, since records such as these belong in Carbondale.

Nancy Stamm was contacted and told that the Carbondale Historical Society would be very pleased to add these three

volumes to its D&H archives, and would be happy to pay to have them shipped to Pennsylvania.

"They're quite heavy", said Nancy. The books were shipped. The weight of three volumes is such that it cost – no complaints on our part, to be sure – \$150 have them shipped, UPS Ground, from California.

Photographs of these three remarkable volumes, 11 in. x 16 in. x 3 in. each, two of which have locks on them (the locks are now open), are shown in photos accompanying this article.

The three volumes are:

- (1) "Minutes. Volume No. 6: January 5, 1894 - December 30, 1903, Inc. Delaware and Hudson Canal Company, 498 pages";
- (2) "Minutes, Volume No. 7: January 27, 1904 - January 2, 1907, Inc. The Delaware and Hudson Company, 312 pages"; and
- (3) "Minutes. No. 1: December 4, 1928 - December 30, 1936, The Delaware and Hudson Railroad Corporation, 478 pages".

The three volumes contain 1,288 pages of minutes of the meetings of the D&H Board of Directors for 22 years! What an unbelievable resource!

I began at once to read these three remarkable volumes. Newly learned facts and revelations about the D&H will be reported in the pages of this publication elsewhere in this issue and further in the months ahead, so stay tuned.

\* From a discussion on July 16, among Sam Botts, Brian Burns, Suzanne Kilcullen, Andrew Gar, and Michael Svoboda in the "Remembering The Delaware and Hudson Railroad" Facebook group, we have learned:

- (1) "Technically, the D&H is still alive and well, as a wholly owned subsidiary of the Soo Line (which just merged with KCS), which is controlled by Canadian Pacific"; and
- (2) "Annual tax statements (W2 and Railroad Retirement Board statements) are still issued by the D&H. In that same discussion, Jerry Misik reported that his grandson is presently in conductor train-

ing on CP, gets paid with a check issued by the D&H, and that, when he completes successfully his conductor training, his home base (the Albany area) will be the old D&H main and yards.

*Swap Shop from page 6*

each class, specifications, and mechanical data, plus stories from D&H employees who worked on them. This material is supplemented with over 300 photos, several D&H car diagrams, and a detailed roster. It is 8-1/2 x 11, 144 pages, hardcover. List price is \$70, but BLHS member price will be \$58 postpaid. Please DO NOT send any money to reserve a copy, as I will let you know when the book arrives. Richard Silber, 4 Brightonwood Road, Glenmont, NY 12077; tel. 518-439-3639, e-mail hocustom@aol.com. (0323)

**Book:** "The American Railscapes: A Study in Contemporary Railroadings". Well-known railroad photographer Stan Trzoniec brings you a great collection of over 290 crisp photographs, taken at hundreds of locations around the country. The chapter Prime Mover illustrates the various new or vintage power still available for viewing or photography. Locations are from Maine to California. Along the Right of Way shows attention-grabbing places. Details Do Make a Difference highlights those parts of railroading that many may have missed. The Abandoned Landscape shows locations now forsaken or removed from the scene. This book's 224 pages and extended captions make this beautiful hardcover 9"x12" book a pleasure to own or give. Priced at \$70.00 with FREE postage to BLHS members, autographed if desired. Order from OutdoorPhotoGraphics, 562 South Street, Shrewsbury, MA 01545; e-mail fotoclass@aol.com for more information; tel. 508-842-2040. (1022)

# Delaware and Hudson Canal Company

## Excerpts from the Minutes of Board of Directors Meetings, January 5, 1894 - February 24, 1897

by S. Robert Powell, Ph.D.

Having read "Delaware and Hudson Canal Company, Minutes of Board of Directors Meetings, January 5, 1894 - February 24, 1897" (meetings held in the Office of the Delaware & Hudson Canal Company, New York City), we have selected therefrom, for presentation here, data and facts that are important in the history of the Delaware and Hudson Canal Company and/or the Delaware and Hudson Railroad, which are not generally known about the D&H or which are not reported about the D&H anywhere else in public or private archives.

### **D&H to purchase library of Edwin Young**

March 28, 1894 meeting: "The President [Robert M. Olyphant] stated that the Estate of the late Edwin Young desired to sell his personal law library to the company, and that he had consulted Mr. L.E. Carr, our attorney at Albany, both of whom consider it eminently desirable for the Company to possess a library of its own, and that it would be well to acquire this one if it could be had for \$1,200. Whereupon, on motion, duly seconded, the president was authorized to purchase it at not exceeding \$1,200".

### **Officers and Directors for 1894**

March 28, 1894 meeting: Robert M. Olyphant, President; Le Grand B. Cannon, James Roosevelt, Benjamin H. Bristow, R. Suydam Grant, William H. Tillinghast, James A. Roosevelt, Alexander E. Orr, Samuel Spencer, Cornelius Vanderbilt, Chauncey M. Depew, and Johnstone Livingston.

### **Embezzlement by Cashier of Real Estate Department**

March 28, 1894 meeting: "The President informed the Board that an embezzlement of about \$15,000 had recently been discovered in the accounts of the late J.B. Farrier, Cashier of the Real Estate Department, which spread over a number of years prior to his death, and that Counsel entertained great doubts as

to the possibility of recovering anything either from his estate or from the sureties on his bond. Upon motion, duly seconded, the question of instituting proceedings either against his estate or sureties was referred to the president and Counsel with power".

### **Officers and Directors for 1895**

May 8, 1894: Annual Meeting of D&H Stockholders: Elected for the ensuing year [1895] were the following members of the Board of Directors of the Delaware and Hudson Canal Company: James Roosevelt (Vice President), Robert M. Olyphant (President), William H. Tillinghast, Alfred van Santvoord, James A. Roosevelt, Alexander E. Orr, Cornelius Vanderbilt, Chauncey M. Depew, John A. Stewart, James W. Alexander, James R. Taylor, Benjamin Brewster, and Horace G. Young (Second Vice President). Railroad Committee: Chauncey M. Depew, James Roosevelt, James R. Taylor, William H. Tillinghast, and Horace G. Young.

### **Cash payments to families of D&H employees killed in accident at Esperance**

August 29, 1894 meeting: "Upon motion, duly seconded, \$1,500 was appropriated from the fund placed by the stockholders at the disposal of the managers for such purposes: \$1,000 to be paid the family of H. Palmer of Oneonta, NY, the fireman killed at Esperance on the Albany and Susquehanna Railroad, July 19, 1894, while in the discharge of his duty; and \$500 to the family of Truman Austin, the engineer killed in the same accident".

### **Oneonta YMCA**

January 29, 1895 meeting: "The President stated that the young Men's Christian Association of Oneonta, New York, which includes in its membership 400 of our employees, is about to raise funds for the erection of its own building upon a plot of ground valued at \$5,000, which has been provided by Mr. George

I. Wilbur of that place, one of our largest stockholders.

"On motion, duly seconded, a contribution of \$2,500 from the Company [the D&H], toward the erection of such a building, was authorized from the fund provided by the stock holders for such purposes".

### **Request for coal from Carbondale Emergency Hospital**

February 27, 1895 meeting: "A request from the Carbondale Emergency Hospital for a car of coal was presented and upon motion, duly seconded, and granted, the value thereof to be charged against the fund provided by the Stockholders for such purposes".

### **D&H funds appropriated to repair damages to Welsh Congregational Church**

March 27, 1895 meeting: The President presented an appeal from the Providence Welsh Congregational Church of Scranton, Penn'a., for aid in repairing its building which had been damaged by the sinking of the surface of one of our mines upon which it is located, and said that Mr. Vandling recommended giving \$500, at which amount he estimated the cost of repairs. Upon motion, duly seconded, that amount was appropriated for the purpose, the same to be charged to the fund provided by the Stockholders for such purposes".

### **Enlarging the Oneonta Shops**

October 30, 1895 meeting: "The president stated that, upon a recent trip of inspection over the Albany and Susquehanna Railroad, in company with three of the managers, their attention had been particularly called to the inadequacy of the accommodations in the Oneonta shops for the work that is required to be done there, and that he had authorized an expenditure of ten thousand dollars in enlarging them, and asked the Board to approve his action, which upon motion, duly seconded, was done".



### **Double-track a portion of the Albany and Susquehanna Railroad**

November 27, 1895 meeting: "The President stated that in view of the largely increased transportation over the Albany and Susquehanna Railroad, it was necessary to double-track a part of the remaining single-track portion of the road viz: from Unadilla to Wells Bridge, 4.45 miles, and from East Worcester to Worcester 4.73 miles. Upon motion, duly seconded, this matter was referred to the Railroad Committee [Messrs. James Roosevelt, James R. Taylor, William H. Tillinghast, and Horace G. Young]."

December 5, 1895 meeting of the Railroad Committee: "After full consideration of the matter, the committee unanimously approved of the contemplated double tracking [from Unadilla to Wells Bridge, and from East Worcester to Worcester, 9.18 miles], and ordered that contracts therefore should be entered into without delay". At the same Railroad Committee meeting, the Railroad Committee adopted the following resolution: "Resolved that the Committee is impressed with the necessity of double-tracking the remaining 17 miles of single track, so making the road double-track throughout its entire length, and would recommend this policy to the Board".

December 26, 1895 meeting of the Board of Directors: "Upon motion, duly seconded, the recommendation of the Railroad Committee that the remaining seventeen miles of the Albany and Susquehanna Railroad should be double-tracked, was approved and adopted".

### **Construction of one thousand coal cars**

December 24, 1895 meeting: "The President read a letter from Mr. E. B. Thomas, President of the Erie Railroad, suggesting that an agreement should be made between the two companies for the construction of one thousand coal cars, to be used exclusively in the service of this Company, and calling attention to the satisfactory results attained through a similar contract entered into in 1888, which had recently been fulfilled. Upon motion, duly seconded, this matter was referred to the Railroad Committee with power".

Railroad Committee meeting, January 3, 1896 meeting: "Upon motion, duly seconded, the matter of the completed agreement [1,000 coal cars] was placed in

the hands of the President, Vice-President and Counsel of the Erie Railroad and Company, with power to make such an arrangement as, in their judgment would be mutually advantageous".

### **D&H Annual Report for 1895**

January 29, 1896 meeting: "The President presented the text of the Annual Report [for 1895] to the stockholders, as follows, which upon motion, duly seconded, was adopted as the Annual Report of the Managers and ordered spread on the minutes, printed and distributed to the Stockholders".

### **Embezzlement of \$30,000 by D&H General Freight Agent**

March 25, 1896 meeting: "The President informed the Board that Mr. James Calhoun, late General Freight Agent of the Company, had embezzled about thirty thousand dollars, whereupon, on motion, duly seconded, the matter was referred [sic] to the officers of the Company for such action as, in their judgment, the circumstances of the case require".

### **D&H will lend money to Rutland Railroad Company**

April 9, 1896 meeting: "The President stated that the Rutland Railroad Company had received notice from the Receivers of the Central Vermont Railroad Company, that on and after March they refused to pay the rental of the Rutland Railroad, provided for in their lease of that Company's road, in consequence of which the Rutland Railroad Company would be without funds to meet its obligations and that, owing to the large amount of Rutland stock held by this Company, it would become necessary to advance that Company, from time to time, funds to protect our interests. Whereupon, on motion, duly seconded, the President was authorized to loan the Rutland Railroad Company, from time to time, such sums of money as its business requires".

### **Six Thousand Dollars made available to the Managers for requests for aid**

Stockholders Annual Meeting, May 12, 1896: "On motion, duly seconded, the following resolution was unanimously adopted: Resolved, That a sum not exceeding six thousand dollars (\$6,000) for the current year be placed at the disposal of the Managers, to be expended by

them, in their discretion, in making subscriptions to such objects, and meeting such applications for aid as may be presented to the Board, and that the objects for which the same may have been expended be reported at the next annual stock-holders' meeting".

### **Quarterly dividend on Capital Stock**

May 27, 1896 Meeting: "Resolved that the quarterly dividend of one and three quarters (1 3/4) per cent on the capital stock of the Company heretofore declared, be paid at the office of the Company in this city, on and after Monday, June 15, 1896, and that the transfer books be closed from the close of business today until the morning of Tuesday, June 16".

### **Relief for sufferers of calamity at Twin Shaft Colliery**

July 29, 1896 Meeting: "The President presented an appeal from a Committee appointed for the relief of the sufferers from the calamity at the Twin Shaft Colliery of Pittston, PA. On motion, duly seconded, the president was authorized to give \$500 to this object, the same to be charged to the funds set apart by the stockholders for such purposes".

### **Permission to transport explosives**

Railroad Committee Meeting (Messrs. J. Roosevelt, Taylor, Tillinghast, Young, and the President): November 30, 1896: "Mr. Young said that we are the only Company that does not permit the transportation of explosives over its lines, and that he would like permission to do so. Upon motion, duly seconded, it was unanimously agreed to recommend to the Board that such consent be given".

Regular Meeting of the Board of Directors, December 30, 1896: "The minutes of the meetings of November 25 and December 9, and those of the meetings of the Railroad Committee November 25 and 30, were read and approved, and the recommendation of the Railroad Committee with regard to the transportation of explosives was adopted".

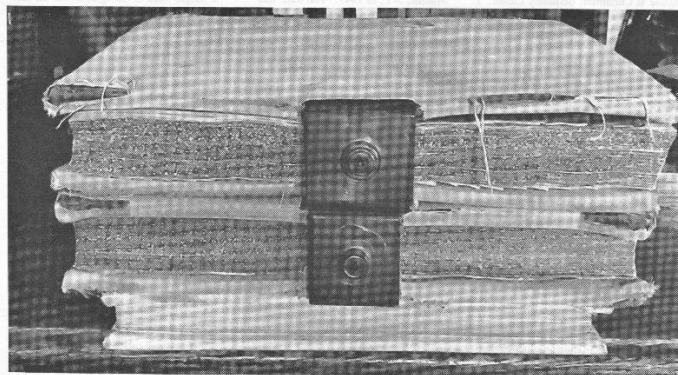
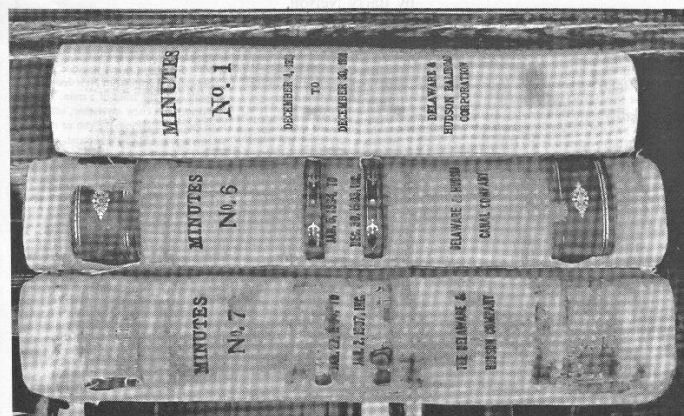
### **Annual Report for 1896**

January 27, 1897 meeting: "The President [R. M. Olyphant] presented the text of the annual report [for 1896], which upon motion, duly seconded, was adopted in the following form as the

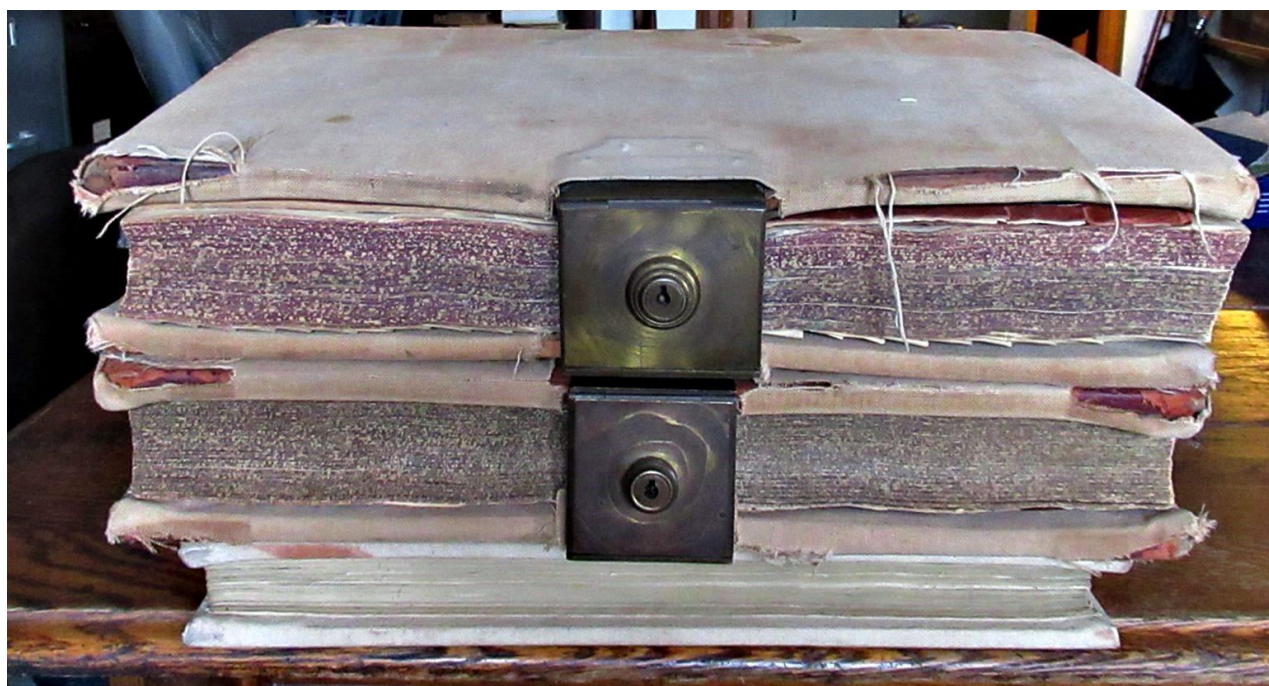
*continued on page 15*

Page 13:

**D&H Minutes Books:** Three volumes of the minutes of the meetings of the Board of Directors of the D&H surfaced recently in California (and have now returned to the East Coast). They cover the period January 5, 1894 - December 30, 1903; January 27, 1904 - January 2, 1907; and December 4, 1928 - December 30, 1936. On two of these volumes, there are substantial locks (now unlocked). Newly-learned facts and revelations about the D&H that have been learned from these volumes will be reported in the *Bulletin* in the months ahead. Photos by S. Robert Powell, Ph.D.











D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

### *D&H Minutes from page 11*

annual report of the Managers and ordered spread on the minutes, printed and distributed to the stockholders". From that annual report, we learn that "The additions to our equipment during the year were eight locomotives, 100 box cars, two passenger cars, Gravity R. R., two combination cars, one caboose car. Ten thousand and thirty-one tons of steel rail were paid for during the year".

#### **Missions to people of foreign tongue**

February 24, 1897 meeting: "The President presented an appeal from the Executive Committee on 'Missions to People of Foreign Tongue' in Luzerne and Lackawanna Counties, Penna., for aid in establishing educational agencies among the ignorant and depraved miners in our employ of foreign origin, which upon motion, duly seconded, was referred to the President, with power".

*(To be continued.)*

# For the Record

## Harmony and Disharmony in the Anthracite Coal Fields, 1823-1869

by S. Robert Powell, Ph.D.

In the early years of the nineteenth century, notably in and near the rapidly growing towns and cities in the Northeast, it became clear, as more and more trees were being cut down for fuel that, eventually, the forests near those towns and cities would all be cut down and that an energy crisis was looming ahead. If not lumber for fuel, then what? Coal? Yes, a well known and widely used fuel in Great Britain, but with the War of 1812 underway, however, and with the blockade of the eastern seaboard by the British during the war years, coal could not be imported from Wales.

Fortuitously, outcroppings of anthracite coal were discovered in northeastern Pennsylvania at the time, and blacksmiths and others learned how to use "stone coal", as it was called at the time, for heating and numerous industrial purposes. Industrious and visionary entrepreneurs (William and Maurice Wurts) recognized that money could be made if stone coal could be mined and sold to energy-hungry towns and cities in the northeastern United States. Enter the Delaware and Hudson Canal Company—and the rest is history.

In the period from 1823, when the Delaware and Hudson Canal Company came into existence, up to 1857, when the first labor/management confrontation in the anthracite coal fields took place, the working relationship between labor and management was harmonious. The Company had a product to mine (untold millions of tons of anthracite coal) and market. The market for coal was wide open, and that market grew larger and larger with each passing year. Jobs were plentiful. Life was good.

"Yes," said some, "life is good, but it could be better if we were paid more for our labor". And with the verbalization of that thought [hypothetical, to be sure], a new door opened in the history of the D&H and in the history of America.

### Work stoppage in 1857

The first labor/management confrontation in the anthracite coal fields took

place in 1857, when the miners in Carbondale stopped working and made a "demand" (if you please) to management for an increase in pay for each ton of coal mined, and then stopped mining. This work stoppage came to an end when a delegation of miners met with D&H Chief Engineer, Charles Pemberton Wurts (outside the Wurts house "at Union Hill") on Lincoln Avenue in Carbondale, and made known to management their wishes. C.P. Wurts promised the miners that their wage "demands" would be met, provided they went back to work at once. The miners went back to work. The work stoppage was over, and harmony again prevailed in the anthracite coal fields.

### Work stoppage in 1859

In April 1859, difficulties (disharmony) arose again between the D&H management and the Company's miners. The miners formed a grievance committee that met with C.P. Wurts, who was again called upon to mediate a resolution to the difficulties (the miners were unwilling to work for private / non-corporate / small-time contractors, but willing to work for the D&H; the D&H expressed disapproval of "the late acts of incendiarism of which some lawless and desperate persons have been guilty"). The "difficulties" were resolved, as a journalist writing for the *Carbondale Advance* noted, "Without any sacrifice, so far as we can see, of dignity or rights on either side". That same writer noted, appropriately, that "The overture for work was accepted in the same spirit and on the terms as proffered, and the assurances made of kindly feeling seem to be genuine on all sides.

"The Miners [in the upper Lackawanna and Wyoming Valleys] deserve as a body the credit due to all good citizens for their scrupulous regard to law and good order and with "an abstinence from those disturbances which rumor has in some neighboring places [e. g., the southern portion of the anthracite coal fields] reported as existing..." (*Carbondale Advance*, April 30, 1859, p. 2)

Once the revisions to the D&H transportation system envisioned for the 1859

configuration of the Gravity Railroad were in place, and with labor and management again working harmoniously together, it is not surprising that coal shipments from Carbondale and Honesdale, via the Gravity Railroad, were larger than ever (between three and four thousand tons per day).

### Work stoppage: February 15, 1864

The coal business in the Lackawanna and Wyoming Valleys came to a halt again, in February 1864, because the men in the upper Lackawanna and Wyoming Valleys "turned out" (stopped working) in support of their colleagues south of Wilkes-Barre, the cause of the work stoppage by the miners "below" being a reduction in the price of mining and an increase in the cost of oil and black powder.

### Work stoppage, or "strike"

In the notice in the *Carbondale Advance* of February 20, 1864, about this work stoppage, that work stoppage is referred to by the *Carbondale Advance*, in quotations marks, as a "Strike". During this work stoppage, the "Company", the D&H Canal Company, we read in that notice, "are improving the time in necessary repairs". Here is that notice from the *Carbondale Advance* of February 20, 1864, p. 2:

"There has been nothing done in the Coal Business here the present week,  
*continued on page 18*

### Page 17:

**Top:** D&H flangers 36032 and 36003 (and apparently another one, to the right) at Whitehall, NY. The paint is the usual red, with some of the end rails painted yellow; roofs are black. Date not noted. **Hugh Strobel** photo.

**Bottom:** Miners Mills (north side of Scranton), PA "old station" (loc. 143+40) and interlocking tower "MN" (loc. 143+30). D&H photo; book ref. #1A-1/15; ca. 1916-19. BLHS scan by **Mike Bischak**.

what is termed a 'Strike' commencing on Monday last. We are not informed of particulars, but we believe the men here turned out in behalf of those below, the price of mining there having been reduced, and [the price of] oil and powder raised. The Company are improving the time in necessary repairs".

The fact that the *Carbondale Advance*, in its February 20, 1864 issue, said that nothing was being done in the coal business because "what is termed a *Strike*" began on February 15, 1864 is very interesting from an etymological perspective. It tells us that the word "strike" must have been regarded as a new word at the time in the language of the anthracite coal fields of northeastern Pennsylvania, perhaps in America as well. The use of the English word "strike", we have learned from etymological reference texts, first appeared in 1768, when sailors, in support of labor demonstrations in London, "struck" or removed, the topgallant sails of merchant ships at port, thus crippling the ships. That being the case, on seeing a merchant ship at port with no topgallant sails, one would know, immediately, that the sailors on board, having *struck* / taken down/removed the topgallant sails, had struck / were *on strike* (not working).

#### **March 1864: Strike of D&H Railroad workers, miners, and laborers in progress**

On March 5, 1864, we learn from an article that was published in the *Carbondale Advance* on that date, (1) that a large share of the D&H railroad workers had been "on a strike for several days past", and (2) that the strike among the miners and laborers was still in effect. Given those facts (railroad workers on strike, miners and laborers on strike), the D&H closed their entire works and shops. Both the D&H miners and railroad workers in Carbondale were, however, back to work on Monday, March 14, 1864. The miners who worked in the mines at Archbald, Olyphant, and Dickson City, which were worked by "Operators" (private owners, not the D&H) were still on strike.

#### **1868: Workmen's Benevolent Association**

The Workmen's Benevolent Association (formerly known as Miners and Laborers' Benevolent Association) was

founded in 1868 by John Siney, who was born in Ireland about 1831, and who came to America in 1862 and settled in St. Clair, near Pottsville, PA. The original intent of the WBA, which was organized for the purpose of giving sick benefits to miners and aiding the families of those who were killed in the mines, was to represent all ethnic groups working in the anthracite mines. This organization was quickly turned to the purposes of the miners for consultation in the emergency.

The WBA was most effective, it should be noted, in areas where there were many independent operators, and not in areas where there were large companies, such as the D&H. Ultimately, at the peak of its power, the WBA represented approximately 80 percent of the workers in the anthracite industry, and is generally regarded as the first effective union of anthracite miners. In Schuylkill County and in areas where there were many independent coal operators and small mining companies (but not in areas where there were larger companies such as the D&H), the WBA won some early victories for the workers.

During the Civil War and the years immediately following, there was much prosperity in the anthracite coal fields, and steady work for all, the only difficulty being to get enough workmen. Wages were good. It was not unusual in the war years and after for miners to earn \$200 a month; the wages of the miners' laborers were proportionately high. Everyone about the mines had plenty of greenbacks, which gradually approached gold and silver in value. Ultimately, of course, when market needs were met and work hours were reduced and/or reductions in wages were made, there was no doubt about the result from the start: a strike was declared (disharmony) against the mine owners/operators by the miners.

#### **Four-month work suspension of mining: May 10, 1869 - mid-September 1869**

John Siney spent the winter of 1869 organizing the miners in all six anthracite counties: Schuylkill, Luzerne (then including Lackawanna), Carbon, Northumberland, Columbia, and Dauphin. The delegates decided to find out whether the miners desired a general strike, both to raise the price of coal and to win higher wages. At the second meeting of the council, on April 20, 1869, the members voted in favor of a general suspension of

mining on May 10, the first general strike ever called in the anthracite region [emphasis added].

The order was well obeyed except in the district around Scranton and Pittston, where the collieries were owned by the three so-called "Scranton companies" – the Delaware, Lackawanna and Western Railroad Company; the Delaware and Hudson Canal Company; and the Pennsylvania Coal Company – and the men had in consequence much stronger opposition than did those who worked for individual operators. After some persuasion the Delaware, Lackawanna and Western and the Delaware and Hudson miners joined the strike, but the Pennsylvania Coal Company employees refused to quit their jobs.

In early May 1869, a four-month long strike by the D&H miners, in support of an initiative by the coal operators and miners in Schuylkill County, began. From the notice about the beginning of this suspension that was published in the *Carbondale Advance* of May 15, 1869, we learn that "Many of our thinking men express the belief that the suspension has been got up by Schuylkill Co. men, for the benefit of operators and miners in that county, and that our region will suffer an injury, while they reap an advantage". Here is that notice:

#### **"The suspension**

"Mining has this week been generally suspended throughout the Anthracite Coal Region.

"Those that have inaugurated the movement, promise great benefits as the result both to operators and miners, both to proceed from an advance of coal in the market. We believe they are sincere in these hopes, but we fear they will not realize them fully.

"Many of our thinking men express the belief that the suspension has been got up by Schuylkill Co. men, for the benefit of operators and miners in that county, and that our region will suffer an injury, while they reap an advantage. The result only can determine these things. We are resolved not to look on the dark side of the picture, but hope for the best". (*Carbondale Advance*, May 15, 1869, p. 3)

During this 4-month period, mining and all shipments of coal by the D&H were suspended. Passenger and general



freight movement were not affected by the suspension. In June 1869, the suspension continued. A primary objective of the WBA at this time was to obtain "basis" (wages for the miners based on the sale price of the coal) from the operators. The small coal companies "in the Schuylkill and other regions below" agreed on the "basis" demands by the miners. The larger companies, such as the D&H, would not agree to "basis". In the June 19, 1869 issue of the *Carbondale Advance* we read:

#### "Continuance of the suspension"

"Suspension still continues at the Mines of the Del. & Hudson, and Del. L. & W. companies and now seems likely to be indefinitely prolonged.

"The order of the General Council of the Workingmen's Association, to commence where they can obtain 'basis' and 'conditions', does not at all improve the prospect here.

"Work will probably commence at an early day in the Schuylkill and other regions below, and they thus secure a harvest at our expense, as was probably originally intended by them.

"The works of Filer & Co. at Green Ridge are in operation, and considerable quantities of coal from their mines has this week passed over the railroad". (*Carbondale Advance*, June 19, 1869, p. 3)

In July 1869 the suspension continued, at a loss of about \$20,000 a day to the Lackawanna Valley. By late August 1869, with the D&H and the D.L.&W. now willing to pay "the liberal wages now paid by the Pennsylvania Coal Company", it seemed likely that the suspension would come to an end. In the *Carbondale Advance* of August 21, 1869, we read:

#### "The long suspension"

"Not only have our business community been very anxious and restless of late under the prolongation of 'the suspension', but during the past week there has been much discontent manifested by many of our most intelligent miners that had no agency in bringing about the present unfortunate state of things.

"Our business men have long been fully satisfied that the question of 'basis' was out of the question - that the Companies in our valley had been fully deter-

mined not to entertain it, and under no state of things would adopt it. This being so, it would be evident that it was idle to talk of it, or look for it, or wait for it as weeks, months or years would work no change.

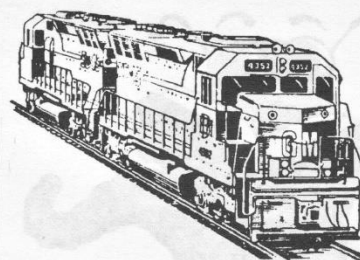
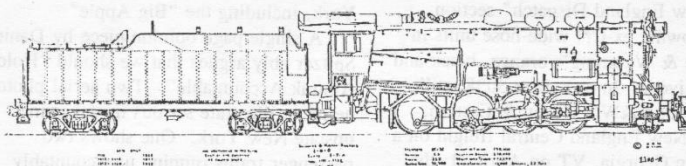
"It has been evident that if this question of 'basis' was out of the way, there would be little if any trouble in settling everything else satisfactorily to all concerned. The Delaware & Hudson, and D.L.&W. Companies have both signified their willingness to pay the liberal wages now paid by the Pennsylvania Coal Company.

"Our latest advices from Scranton look favorable. There may yet be clouds, but there is certainly grounds for hope that we are seeing 'the beginning of the end.' " (*Carbondale Advance*, August 21, 1869, p. 2)

The financial impact on the D&H of the 4-month long suspension, remarkably, was not negative. In *Century of Progress* (pp. 204-205) we read: "... there occurred, during the canal season of 1869, a long strike of the company's miners. Although this strike entirely suspended mining for a period of about four months, ending in the middle of September, the net income from the business of the calendar year 1869 was about thirteen and one-half per cent on the share capital, a return about two percent higher than that of the preceding fiscal year. The records of the company give no particulars as to the circumstances under which the miners returned to work".

The strike ended in early September 1869, and harmony once again reigned in the anthracite coal fields. The miners at the Avondale colliery and mines (across the Susquehanna River from Wilkes-Barre), among many others, agreed to go back to work.

*To be continued in the October 2023 issue of this publication.*



## In Helper Service (our additional volunteers)

On the railroad, helpers are used to assist a train over a stiff grade, such as the D&H's Richmondville Hill, or on the Belden Hill grade. In the *Bulletin*, we use the term for those highly-valued BLHS members and in the railroad community who assist us by providing news items, information, photos, clippings, articles, technical assistance, etc. A heavy freight may need a little help at times; so do we. And, just like the railroad crews, we appreciate the help.

If you have any questions about items in this issue, please contact the Publications Office or contact our columnists directly. We are always willing to discuss your interests and concerns, and we try to make ourselves as available as possible given the constraints in our lives.

In addition to our far-better-than-your-usual staff of writers (see back cover), special thanks for stories and photos go this month to: friends at CP and NS; **Richard J. Allen, Sr.**; **Mike Bischak**; **Kip Grant**; **Ed Kennedy**; **Robert K. LaPorte**; **Barry Nelson**; **Helen Nerska**; **Jeremy Plant**; **S. Robert Powell, Ph. D.**; **Gordy Smith**; **Harrison Smith**; and **Hugh Strobel**. We also wish to thank **Progressive Railroad** magazine, **Railway Age** magazine, and various **Kalmbach Media** publications. Other relevant credits are noted within individual articles.

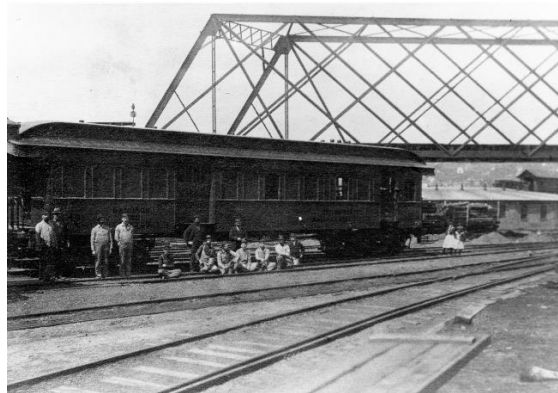
79. Two D&H photos (in the collection of Mike Zrowka; collection now owned by Breezy Bischak) from Breezy Bischak, August 25, 2023:

On Fri, Aug 25, 2023 at 5:53 PM [engrbreezy@yahoo.com](mailto:engrbreezy@yahoo.com) wrote:

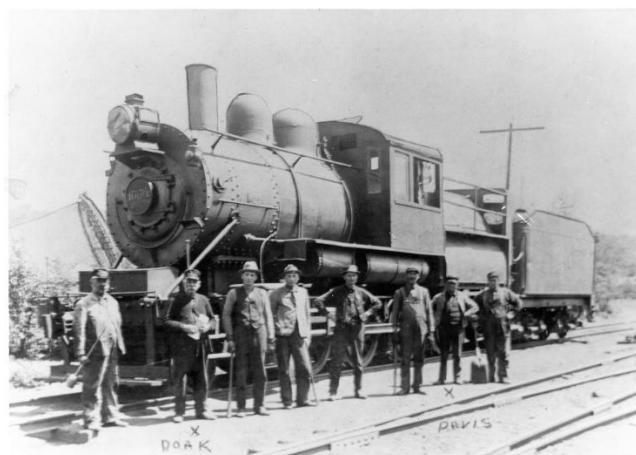
Hello Dr. Powell,

I found a couple photos you might like. These are from the Mike Zrowka collection of photos I have. He didn't take these, but they were in his collection.

One is of RPO #40 behind the Gravity shops. You can see the roundhouse in the background. The other is at Duffy's field. It looks like 2 of the crew are crudely identified. Maybe you might be able to fill in some blanks. Breezy

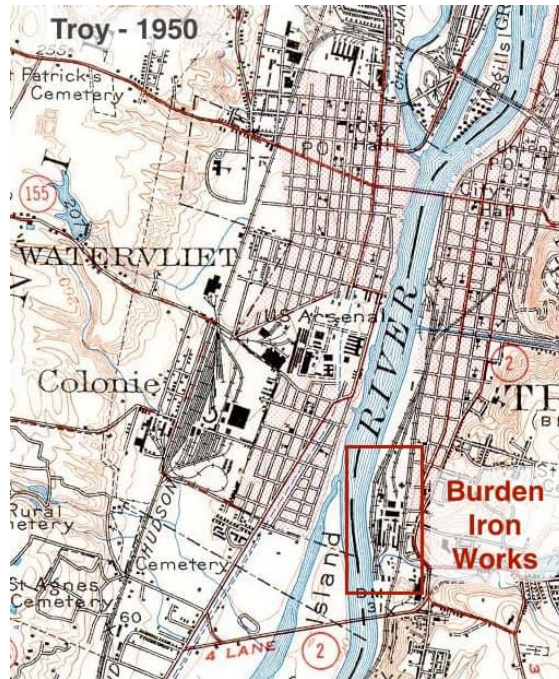


"RPO #40 behind the Gravity shops. You can see the roundhouse in the background."



"D&H Railroad Men at Duffy's Field"

80. Map showing D&H Colonie shops, 1950; posted by Skipper L. Swartout in *Remembering The Delaware & Hudson Railroad* group on Facebook, September 12, 2023:



D&H Colonie Shops

81. E-mail about Duffy's Field from S. R. Powell to Walt Kierzkowski and Cody Gonsauls, September 10-13, 2023:

## Duffy's Field



**S. Robert Powell** <srp18407@gmail.com>

10:0  
4 AM

to walt, Cody

September 10, 2023

Walt and Cody:

Fourteen photos (only one print of most of them is known to exist) of Duffy's Field (Childs, PA) are in our collection in Carbondale.



At present, I am trying to identify what is seen in the background of many of these photos? Is this a view looking East?, West?, South? Is that Childs in the background? Is that the O&W yard in the background? Is that the D&H main line? Can any O&W tracks be seen in any of these photos?

I realize that I am asking a lot of questions, but I am not in a big hurry to get answers. Any help that either of you can provide will be much appreciated. I am especially interested in learning more about the Duffy's Field photos 01, 02, 03, 04, 05, 06, 07, 08, and 09.

Forward we march, on behalf our incredibly rich local history.

Thanks.

Robert

-----  
**Cody Gonsauls**

Sun, Sep  
10,  
2:18 PM

Robert:

Wow! Those are some quite remarkable photos there. I will look into them more and see if i can get sense of direction on the photos and their placement/angle of perspective. I do believe in photo 3 and 4 it could be Childs/where city line cafe is now. And 5 i believe is looking towards Gordon Ave in the (bush ) section.

I do have a donated piece for the historical society by a local friend and enthusiast of the underground miners organization. If it is too big for you to display i can hold it for you. But i plan to bring it up on Saturday for my visit. He only requested if its displayed credit him and underground miners with its donation. Below i will share a couple teaser photos. It is a massive 4 ft high by 15 or so feet long two page blue print/map of Carbondale city from 1909 done by the city. I did take videos and photos of it just in case it crumbles more. It is old and original but still very good shape for its age. Enjoy and keep on digging!

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# Duffy's Field Problem Solved

**S. Robert Powell** <srp18407@gmail.com>

10:49  
AM

203

September 13, 2023

Walt, Cody:

Thank you, Walt, for the map photo (copy attached) showing BOTH the Powderly Breaker and Duffy's Field! This photo answers many of my questions on Duffy's Field!

I have been looking for such a photo for many years!

Moral of the story: We're all in this historical business (so to speak) together, and we all need each other, all the time.

Best,

Robert

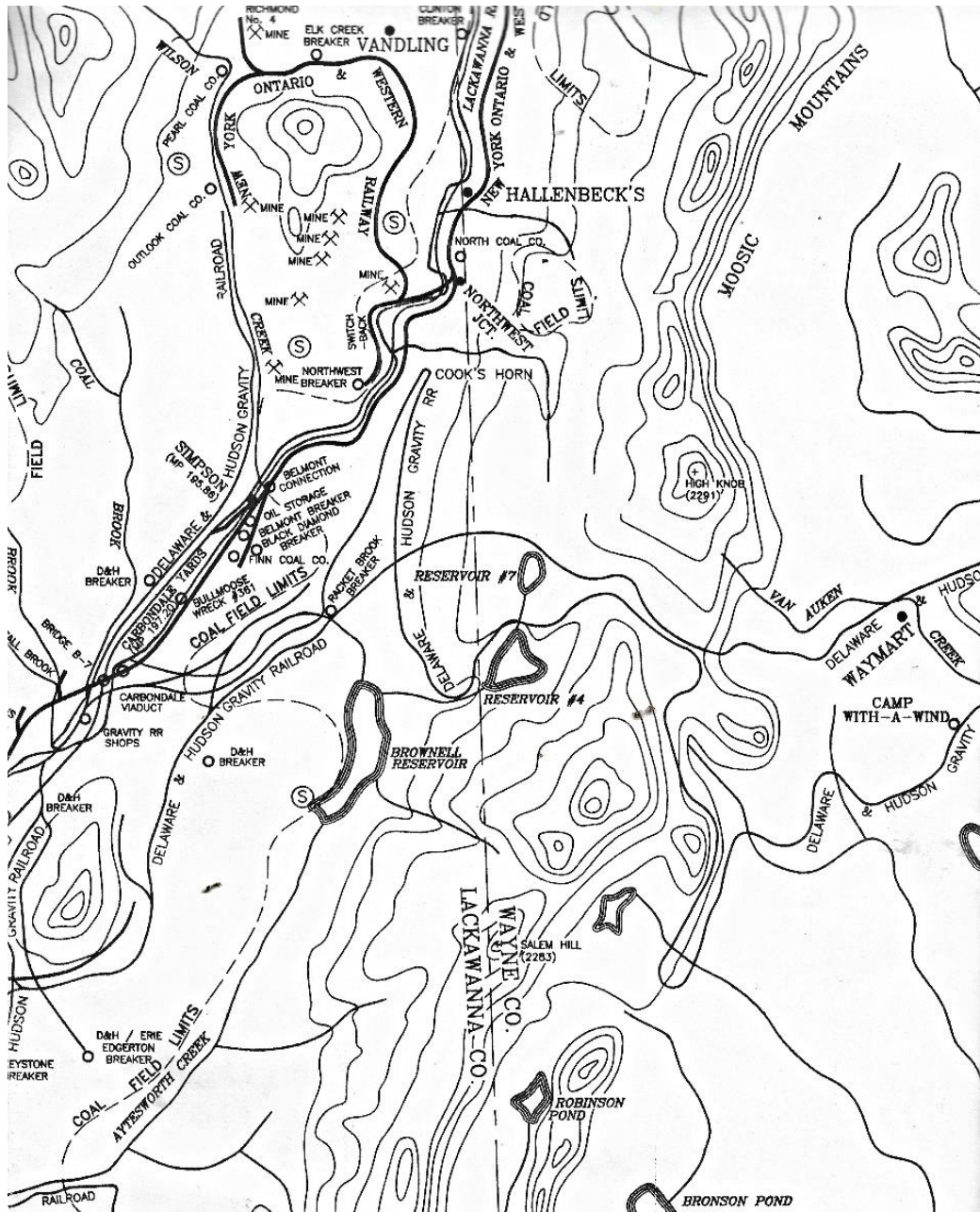




I do have some mine info as well as well as the underground maps of the mine tunnels my family had miners so I also have some of that material. one of the photos of a yard I am not sure of as of yet. [shown below] will have to dig into my photos to ID it not O&W in Childs.. I may try to work out a map of duffy's as to my collection of photos. and send you the results.. Walt K.

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82. Map showing D&H and O&W rail lines north of Simpson, from Walter K., September 13, 2023:



## Canal Days @ Lock 31

Fri, Aug 18,  
11:01 AM

### Old Bear

to me, Sally, Scott

Well, there's the good and the bad.

The good is that Paula and I celebrated our 40th wedding anniversary last weekend with a big party & lots of old friends.

The bad is that one of the guests brought an unexpected gift — a dose of covid-19.

The good is that Paula seems to have avoided infection.

The bad is that this old bear caught it. Fever & sleeping 18 hours a day. Started this past Monday.

The good is that I'm feeling better today. Paula says I can't go out until I'm fever free for 24 hours. Just took my temp & it was 99°. We'll see how things are tomorrow. Definitely don't want to share the "gift", so if we do make it, I'll be wearing an N-95 mask just to be on the safe side.

On a more positive note, I'll be updating the Chapel of the Ruins Inventory of Historic Resources to include additional information from Plane No. 14 Head Engineer Silas Hoyle's obituary. He retired after 70 years of service to the D&H, starting at age 9 leading horses. According to his obituary, he served 33 years — from 1866 to 1899 — at Plane No. 14.

Was riding my bike through the Dyberry cemetery & by chance caught a glimpse of a family headstone marked "HOYLE". One of the smaller headstones was for the father, Silas Hoyle (1830-1911). Stopped and said a prayer to let him know we were taking good care of his "baby".

And let's wind this up with another "good" — the Chapel of the Ruins has acquired a 6 passenger electric UTV so that no one will be prevented by physical limitations from enjoying the craftsmanship of those D&H workers who lived up to John Ruskin quote that serves as the forward to "A Century of Progress": "When we build, let us think that we build forever. Let it not be for present delight nor for present use alone. Let it be such work as our descendants will thank us for; and let us think, as we lay stone on stone, that a time is to come when those stones will be held sacred because our hands have touched them, and that men will say, as they look upon the labor and wrought substance of them, 'See! This our fathers did for us.'"

I think Silas would approve of our Chapel of the Ruins.

Hope to see you both soon.

Scott

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## Forward march



**S. Robert Powell** <srp18407@gmail.com>

Wed, Aug  
23,  
2:26 PM

August 23, 2023

Scott:

Thanks for the latest news from the Chapel of the Ruins.

Hope your encounter with Covid-19 is over. I never watch the news, so I was very much surprised to learn that Covid is making a re-appearance among us.

What nice discoveries--Silas Hoyle's tombstone and obituary! If, by any chance, you took a photo of the stone, I would very much like to have a copy of that photo; also a copy of the Silas Hoyle obituary would be very nice to have for our records here.

Can't wait to see--and to ride on--the 6-passenger electric UTV at Plane No. 14. Yes, I'm certain that Silas Hoyle and John Ruskin would both approve, enthusiastically, of the Chapel of the Ruins that you and Paula have created/established at Plane No. 14 on the D&H Gravity Railroad.

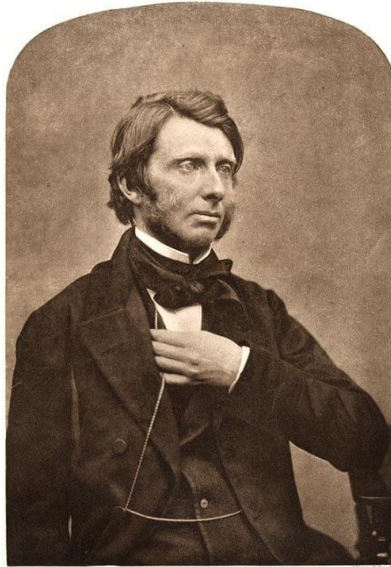
Speaking of John Ruskin: It would be impossible to overstate the importance of John Ruskin (and Margaret Mead) in my life. See the attached file titled "John Ruskin, SRP D&H Volume XII".

One of these days, before too long, I'll check to make sure that Covid 19 has moved on/gone away from Bear Swamp Road, and that the Welcome Mat is once again out at Plane No 14 and the Chapel of the Ruins.

Best,

Robert





John Ruskin

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[pp. 4-5, SRP's Volume XII]

## Acknowledgements

Margaret Mead, the renowned American cultural anthropologist (December 16, 1901—November 15, 1978), joined the American Museum of Natural History, New York City, as assistant curator in 1926. She worked at the American Museum of Natural History for 52 years, and served as curator of the museum's Department of Anthropology. In 1976, in commemoration of her 75th birthday, the museum decided to pay tribute to her work with a film festival of the top ethnographic and other documentary films. The Margaret Mead Film Festival has been held annually since then.

On display in the museum in 1976 was an educational exhibition about Margaret Mead and her work. One of the panels in that display featured Margaret Mead's work on Raratonga, the largest of the fifteen Cook Islands in the central South Pacific. On that panel was the following statement by Margaret Mead: "The last man on Raratonga who knows anything about the past may die tomorrow. We must hurry."

The impact of that statement on the present author, who was present at the first Margaret Mead Film Festival in 1976, was immediate and profound, and from that time forward he has devoted virtually all of his intellectual and physical energy to recording data about the world around himself in those spheres which to him were/are regarded as historically important.

That enterprise on the part of the present author, not surprisingly, is very much in accord with the intellectual perspective of the world of Margaret Mead who, in speaking of how she was raised,

once said: "I was brought up to believe that the only thing worth doing was to add to the sum of accurate information in the world."

That very same belief/intellectual perspective of the world was present in the intellectual environment in which the present author was raised and resulted in historical documents/books by family authors, including Edna Pearl Loomis, Eleanor Pritchard Jones, and Alice Voyle Rashleigh.\* That very same intellectual perspective of the world was held by George H. Burgess, William J. Coughtry, and Henry Opdyke, who were the driving forces behind the writing of *A Century of Progress History of The Delaware and Hudson Company, 1823-1923*.

Fifteen years ago, we began our research on the Delaware and Hudson Canal Company and, through the volumes in this series on the D&H now completed, and through those that will be completed during the next two years, our objective has been/will continue to be "to add to the sum of accurate information in the world" about the Delaware and Hudson Canal Company. To Margaret Mead, therefore, we here offer, posthumously, our thanks for having been the primary stimulus behind the present series.

Just as Margaret Mead recognized that her research on Raratonga could not be postponed, so, too, we recognize that our research on the Delaware and Hudson Canal Company, which is founded on first-person accounts from former D&H employees and on historical documents and records, must proceed at "full steam ahead", knowing as we do that (1) the ranks of those persons with first-person knowledge about the D&H are thinning with each passing year, and (2) that historical documents and records have a way of disappearing as the years pass.

As we continue "to add to the sum of accurate information in the world" (to use the words of Margaret Mead) about the Delaware and Hudson Canal Company, we do so, not for ourselves but for those who will come after us. Most significantly, Leonor F. Loree, the president of the D&H at the time when *A Century of Progress History of The Delaware and Hudson Company, 1823-1923* was written, began the Foreword to that monumental work, dated August 24, 1925, with the celebrated and profound advice of John Ruskin:

"When we build, let us think that we build forever. Let it not be for present delight nor for present use alone. Let it be such work as our descendants will thank us for; and let us think, as we lay stone on stone, that a time is to come when those stones will be held sacred because our hands have touched them, and that men will say, as they look upon the labor and wrought substance of them, 'See! This our fathers did for us.'"

S. Robert Powell  
June 12, 2016

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\*Alice Voyle Rashleigh: Celebrated and legendary historian of Carbondale in the twentieth century, whose assistance in the writing of *A Century of Progress History of The Delaware and Hudson Company, 1823-1923* is acknowledged by Leonor F. Loree in the *Foreword* of that work. Alice Voyle Rashleigh was a close friend of William and Ora Russell (Carbondale, PA), the maternal grandparents of S. Robert Powell.

84. Silas Hoyle, Plane No. 14, Gravity Railroad, Scott Bennett September 2023, Part 2

## **Old Bear, September 5, 2023**

September 5, 2023

Robert -

We were fortunate to find a secondary source for the text of Silas Hoyle's obituary at <https://www.lackawannapagenweb.com/obits/obits1.html> which includes a chronological listing of Lackawanna County obituaries. The relevant text is as follows.

From the *Scranton Times*, January 18, 1911:

### **OBITUARY - SILAS HOYLE**

Silas Hoyle, aged 81 years, who had the distinction of having worked for one company, the Delaware and Hudson, for seventy years without interruption, died yesterday at the State Hospital after an illness that began last Thursday. The funeral will be held at the residence of his daughter, Mrs. Carrie A. Walter, of 519 Mulberry St. Interment will be in Honesdale. Mr. Hoyle was born in Cornwall, England on November 28, 1830, and he came to this country with his parents when he was four years of age, the family settling near Honesdale. The age of nine found him driving horses for the Delaware and Hudson. When engines came in, young Hoyle was given charge of the plant at the number three [sic] plane, just this side of Honesdale and he ran this engine from 1866 to 1899, a period of 33 years. During more recent years, and after leaving the engine at Plane number 2, Mr. Hoyle was employed as a gateman by the company, with a station near Honesdale. He retired four years ago. Mr. Hoyle, on January 13, 1854, married Julia Jessup Hudson, a member of another well-known family of this region. She died in 1902. The surviving family consists of: Mrs. Edith M. Simons, of Blackfoot, Idaho, Vera Hoyle and Mrs. Carrie A. Walter of this city, Horace H. Hoyle and Ambrose W. Hoyle of Carbondale, and Willington R. Hoyle of Canada. Another daughter, Harriet Hoyle, died some years ago. Mrs. H.R. Smith of Smith Place is a granddaughter of the deceased.

Transcribed and provided by Jean McNamara



I noted with interest the statement in the obituary that “When engines came in, young Hoyle was given charge of the plant at the number three [sic] plane, just this side of Honesdale and he ran this engine from 1866 to 1899, a period of 33 years.”

We know from the newspaper article included in your materials on the 1868 configuration that the engine at Plane No. 14 began operation in 1868. “The Del. & Hud. Canal Co. have just put a stationary steam engine in at Plane No. 14, on their railroad, in place of the old water power. The engine was built at the Dickson Works, Scranton, and has been placed in charge of Silas Hoyle as Head Engineer and Walter Bryant, Assistant. The company now work the cars on all their planes by steam power.—Herald.” (Carbondale Advance, Saturday, February 8, 1868, p. 3.)

Does this conflict with the Hoyle family lore reflected in the obituary regarding Silas Hoyle’s 33 years at Plane No. 14 from 1866-1899? Perhaps not. If young Silas began working as a part of the waterwheel crew in 1866, and was subsequently appointed Head Engineer when the stationary steam engine replaced the water power in 1868, then the discrepancy is a minor one. We are also going to take that family lore as the foundation for our position that the Chapel of the Ruins farmhouse served as Silas Hoyle's home during his 33 years at Plane No. 14, as further confirmed by the pencil addition of the farmhouse noted as “Leased to Silas Hoyle” as shown on the 1895 system map included in your materials on the 1845 Configuration.

I frequently bike through the Glen Dyberry Cemetery in Honesdale, and one occasion recently a family headstone with HOYLE on it caught my eye. Silas Hoyle’s tombstone is labeled Father. I’m including photos of the headstones for the entire family plot for you.

I very much appreciated your providing the extended Ruskin quote including "and let us think, as we lay stone on stone, that a time is to come when those stones will be held sacred because our hands have touched them, and that men will say, as they look upon the labor and wrought substance of them, 'See! This our fathers did for us.'" It resonated with the spirit that motivated our work to preserve Plane No. 14 under the auspices of the Chapel of the Ruins.

Finally, all is well health-wise at the Chapel & you are most welcome to visit Plane No. 14 any time your schedule permits!

Scott

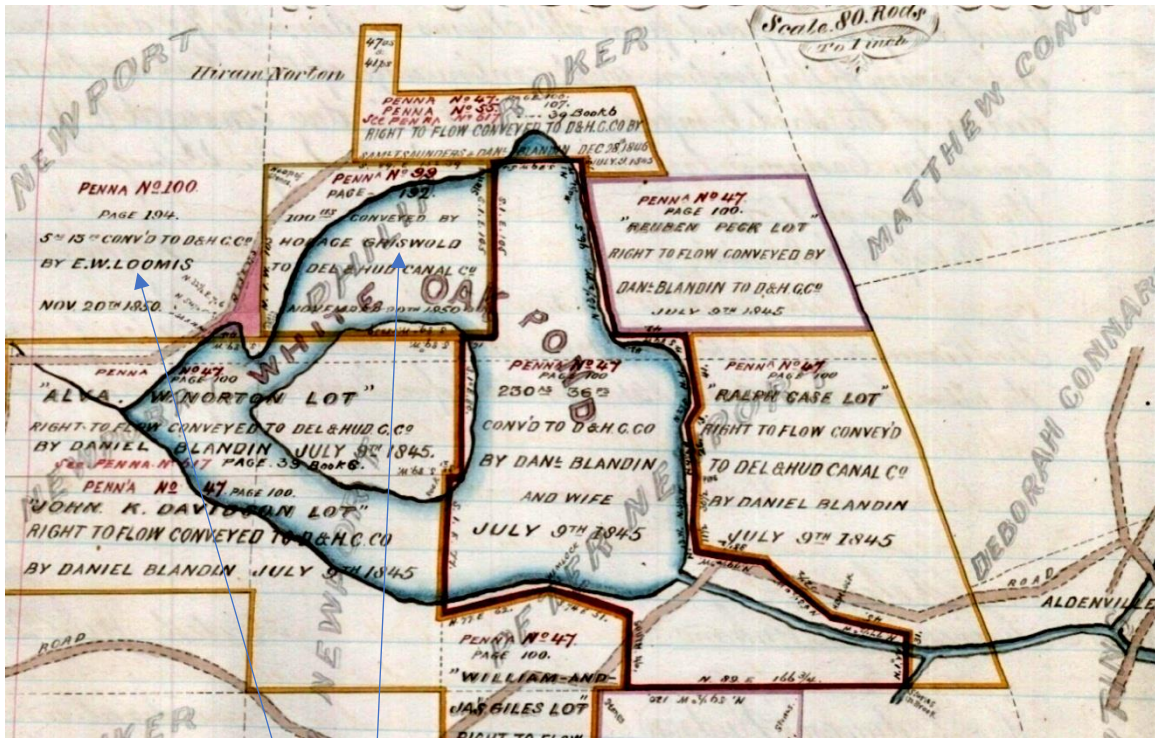


85. **D&H Canal Reservoirs:** Material in D&H Minutes books in the collection of the Carbondale Historical Society:

**Sale of D&H Canal Reservoirs in Pennsylvania:** July 16, 1903: "The President [David Willcox] reported as follows regarding an offer made to this Company to purchase the unsold Canal reservoirs in Pennsylvania. That one A. F. Searle, of Honesdale, had originally offered \$5,000 for the property. The General Agent of the Real Estate Department of this Company made a counter proposition of \$10,000, with the result that M. Searle's offer has now been raised to \$7,500 in cash. Since the Canal was discontinued, no use has been made of such property and it has been the practice to sell it whenever the opportunity occurred. It therefore seems desirable to accept Mr. Searle's offer.

"The following is a memorandum of the character of the property: **White Oak Reservoir\***: area of flowage rights, 358 acres; area in fee, 1 acre; height of bulk head, 26 feet. **Swamp**: area of flowage rights, 55 acres; height of bulk head, 20 feet. **Long or Cramer**: area of flowage rights, 153 acres; height of bulk head, 20 feet. **Stevenson**: area in fee, 128 acres; height of bulk head, 22 feet. **Miller**: area of flowage rights, 97 acres; height of bulk head, 24 1/2 feet. **Belmont or Beaver Meadow**: 300 acres (about) in fee; height of bulk head, 25 feet. **Upper Woods**: area of flowage rights, 80 acres; no dam. **Lower Woods**: area of flowage rights, 96 acres; height of bulk head, 18 1/2 feet. Total acreage of flowage rights, 839 acres. Total acreage owned in fee, 429 acres. [\*The list of reservoirs given here is not to be seen as the complete list of D&H reservoirs in Pennsylvania. Some of the D&H Reservoirs in Pennsylvania were sold before this meeting of the Executive Committee.] / . . . Upon motion it was: Resolved that the sale of said property be and the same is authorized at the sum of \$7,500 in cash and that the officers are authorized to execute the necessary conveyances."

**White Oak Pond** (map from D&H Deed Book in the collection of the Carbondale Historical Society:



## White Oak Pond

Right of Flow of the Waters of the White Oak Pond: By a deed, dated July 9, 1845, between Daniel Blandin and wife and The Delaware & Hudson Canal Company, pp. 100-104 in the *D. & H. Deed Book – Wayne*, the D&H acquired the right of flow of most of the waters of the White Oak Pond.

The two sections of the White Oak Pond that Blandin did not own were owned by Erastus W. Loomis and Horace Griswold, both of whom are members of the Loomis and Griswold families of which S. Robert Powell is a descendant. All of owners of the White Oak Pond conveyed, ultimately, the "Right of Flow" of the waters of the White Oak Pond to the Delaware and Hudson Canal Company: Daniel Blandin in 1845, and E.W. Loomis and Horace Griswold in 1850.

These rights were acquired by the D&H to guarantee that there was enough water in the Van Auken Creek and the Lackawaxen River at all times to power the water wheels on D&H Gravity Planes Nos. 14-17; also to maintain at all times the appropriate water level in the D&H Canal Basin in Honesdale.



86. D&H Minutes Book: D&H Conveys 600 acres of land to State of Pennsylvania: November 5, 1906:

**Six Hundred Acres of Land at Farview, PA Conveyed to State of Pennsylvania:** November 5, 1906: Executive Committee meeting [Mr. Olyphant, Chairman; Messrs. Orr, Grant, Opdyke, and the President, Mr. Willcox]: "The President laid before the Committee a proposed deed by the Company to the Commonwealth of Pennsylvania, for a nominal consideration, conveying about six hundred acres of land situated at Farview, Pa., for the purpose of establishing thereon a State Epileptic Institution. / After some discussion, the conveyance referred to above was duly approved and authorized."

87. J. D. Kizer history of Pennsylvania Coal Company from Greene-Dreher Historical Society, September 2023:

Suzanne Urton, Greene Dreher Historical Society, sent S. R. Powell a copy of the Kizer letter shown below in early September 2023. He produced a typescript of the letter (shown below) and sent it to Ms. Urton on September 10.

*History Do not destroy*  
The Chimes Antiques Shop  
Ruth and Carroll Fetherman  
Newfoundland, Penna.

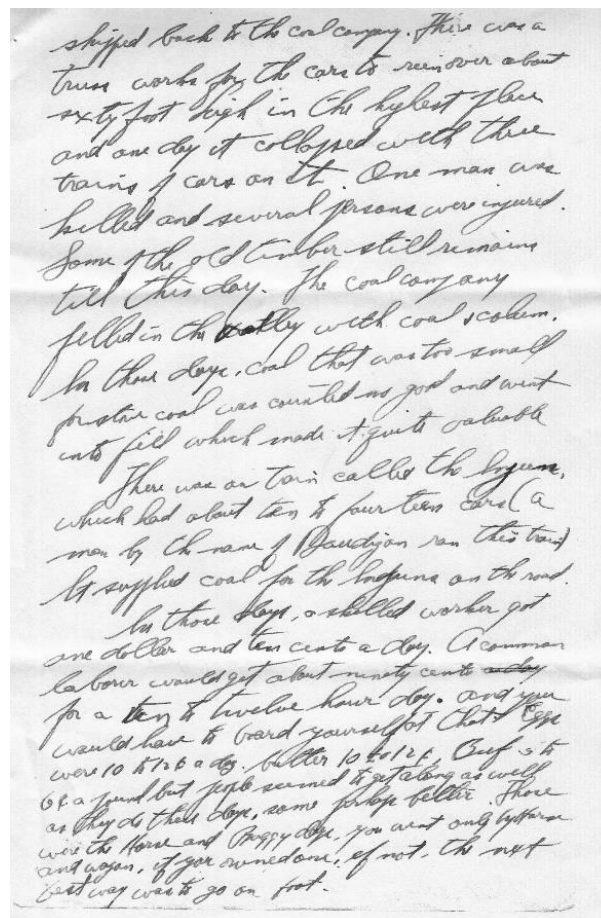
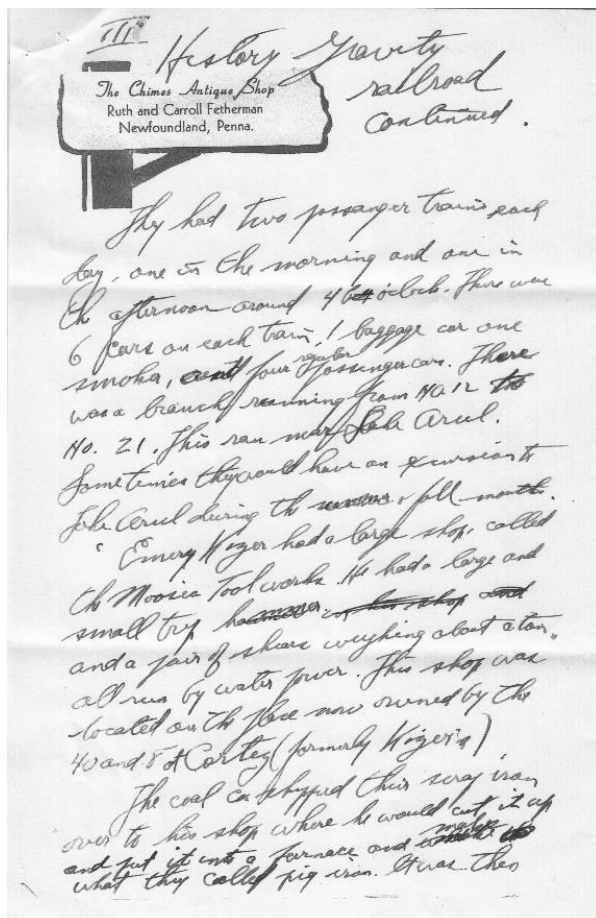
*My memory of the Pennsylvania Gravity Railroad by J.D. Kizer 903*

Every student of the rail has some knowledge of Gravity, the railroad started somewhere down the valley, Pittston, I'd say, where the coal was forged, ended at Hawley, where the coal was dumped in canoe boats. This railroad, when built had 21 planes where the car was hoisted up by an engine and an endless wire cable. These cars would hold about ten tons of coal on the loaded track. They would hoist 24 cars at a time, the light track, seven cars at a time. These trains would average about 30 to 40 cars in each train. There were three car runners on each train, one at the head, one in the middle and one at the tail end. These trains would make a round trip each day, the car runners boarded at their own homes. Every morning about 6 o'clock each train was in motion and every day about 6 o'clock they were all stopped where they were the day before. They were taken to Hawley and dumped the runners would get a train, promptly came and run them to what was called Ducktown, now Quimmere, where they would have the empty cars and put the loaded ones out to home.

IV The longest run on the loaded track was from No. 11 to No. 12 where it was called Gravity. There were about 8 trains. The Snooks, I think had two, Eliph Svingle had one. John Collins had one, Emory Svingle had one, Columbus Hubbard had one and I think there were two named by the Shoffers.

This road was surveyed by a man by the name of Frothingham and he was very was some surveyor, he rode around the road and was thrilling all the scenery and the cars croaking around the hill and through the valley like a huge snake twisting and winding through the woods and hills.

This road was first laid with what was called mudsills, then there was a tie, so called, with a notch that would fit a timber eight square in the notch. These timbers, one for each track were laid all around the road. Then there was a string called ribbonwood, one and a half inches thick by three inches wide and a so called string iron, on the ribbon with a hole drilled in the middle about two feet apart and it spiked to the right by eight. That was the road bed. The above mentioned string iron was over one inch thick and three inches wide.



Typescript by SRP and Cody Gonsauls:

## My Memory of the Pennsylvania Gravity Railroad

By J. D. Kizer, R. D. 3, Lake Ariel, PA

Every student of the rail has some knowledge of Gravity, the railroad started somewhere down the valley, Pittston, Old Forge, ended at Hawley, where the coal was dumped in canoe boats. This railroad, when built had 21 plains where the car was hoisted up by an engine on an endless wire cable. These cars would hold about ten tons of coal on the loaded track. They would hoist six cars at a time, the light track, seven cars at a time. The trains would average about 30 to 40 cars in each train. There were three car runners on each train, one at the head, one in the middle and one on the last end. These trains would make a round trip each day, the car runners boarded at their own homes. Every morning about 6 o'clock each train was in motion and every day about 6 PM o'clock they were all stopped where they were the day before. They were taken to Hawley and

dumped. The runners would get a train of empty cars and run them to what was called Bucktown, now Dunmore, where they would leave the empty cars and take the loaded ones and go home.

The longest run on the loaded track was from No. 11 to No. 12 where it was called Gravity. There were about 8 trains. The Snooks, I think had two, Elijah Swingle had one, John Collins had one, Emory Swingle had one and I think there were two manned by the Shaffers.

This road was surveyed by a man by the name of Frothingham, and he surely was some surveyor because to ride around the road sure was thrilling. All the scenery and the cars croaking around the hill and through the valleys like a huge snake twisting and winding through the woods and hills. This road was first laid with what was called mud sills, then there was a tie, so called, with a notch that would let a timber 8 inches square in the notch. These timbers, one for each track were laid all around the road. Then there was a strip called ribbon wood, one and one half inches thick by three inches wide and a so called strap iron rail, on the ribbon with a hole drilled in the middle about two feet apart and then spiked to the eight by eight. That was the road bed. The above mentioned strap irons were over one inch thick and three inches wide.

They had two passenger trains each day, one in the morning and one in the afternoon around 4 o'clock. There were 6 cars on each train, 1 baggage car and one smoker, and four regular passenger cars. There was a branch running from No. 12 to No. 21. This ran near Lake Ariel. Sometimes they would have an excursion to Lake Ariel during the summer or fall months.

Emer Kizer had a large shop, called The Moosic Tool works. He had a large and a small track hammer and a pair of shears weighing about a ton, all run by water power. The shop was located on the place now owned by the 40 and 8 at Cortez (formerly Kizer's).

The coal co. shipped their scrap iron over to his shop where he would cut it up and put it into a furnace and make what they called pig iron. It was then shipped back to the coal company. There was a truss works [a trestle?] for the cars to run over about sixty feet high in the highest place and one day it collapsed with three trains of cars on it. One man was killed and several persons were injured. Some of the old timber still remains till this day. The coal company filled in the valley with coal and culm. In those days, coal that was too small for stove coal was counted no good and went into fill which made it quite valuable.

There was a train called the Sojourn [?] which had about ten to fourteen cars (a man by the name of Davison ran this train. It supplied coal for the [stationary steam] engines on the road.

In those days, a skilled worker got one dollar and ten cents a day. A common laborer would get about ninety cents for a ten to twelve hour day, and you would have to board yourself at that. Eggs were 10 to 12 cents a dozen, butter 10 to 12 cents, Beef 3 to `6 cents a pound but people seemed to get along as well as they do these days, some people better. Those were the Horse and Buggy days, you went only by horse and wagon, if you owned one, if not, the next best way was to go on foot.

\* \* \* \* \*



Sept. 13, 2023

Dear Mr. Powell,

I just received your letter  
and wanted to thank you  
for the transcription of  
the Gravity Railroad letter  
I sent you. I shall attach  
it to the original copy in  
our collections.

Glad to hear you are  
pleased with the copy I  
sent you -

Suzanne Upton  
Collections, FDHS

Suzanne Upton  
719 South Pl  
Moscow, PA 18444-7778

LEHIGH VALLEY PA 180  
13 SEP 2023 PM 3 L



Carbondale Historical Society  
Post Office Box 151  
Carbondale  
Pa. 18407

18407-0151



88. "Harmony and Disharmony in the Anthracite Coal Fields, Part 2: 1869", by S. Robert Powell, *BLHS Bulletin*, October 2023, pp.10-11:

## **Harmony and Disharmony in the Anthracite Coal Fields, 1869**

By S. Robert Powell, Ph.D.

In early September 1869, the four-month long strike by the D&H miners, in support of an initiative by the coal operators and miners in Schuylkill County came to an end. The miners at the Avondale Colliery in Plymouth Township, Luzerne County (the colliery was owned by the Steuben Coal Company and leased by the Delaware and Lackawanna and Western Railroad Company), among many others, agreed to go back to work, and did so, on Monday September 6, 1869.

The wooden breaker at the Avondale Colliery (built in 1867 at a cost of \$130,000 was capable of processing about 500 tons of coal daily; coal extracted by the use of the chamber and pillar method of mining; over 450,000 feet of lumber were used to wall the shaft and build the 60-foot high breaker. (The 327-foot-deep shaft allowed access to the 9-foot Red Ash Vein, which yielded a commercially desirable grade of anthracite. The shaft was partitioned into two sections. One section was reserved for upcast ventilation provided by a furnace; essentially, the upcast shaft was used as a chimney, with the hot exhaust gases drawing air up and out of the mine.)

The breaker, it should be noted, in order to save the expense of hauling the coal from the mine to the breaker, was situated directly over the shaft, on the side hill, 50 to 60 feet higher than the tracks of the Bloomsburg Railroad below. About 200 workers were employed at the colliery, with the workforce being predominantly Welsh.

That morning, September 6, 1869, a fire that originated, some people "allege", in a furnace at the bottom of the 327-foot shaft, broke out around 10:30 AM. The furnace, located well over 100 feet from the shaft but connected to it by a flue, was said by some to be the source of ignition. The flames traveled up the wood-reinforced shaft and engulfed the entire wooden structure up to the headhouse, 60 feet above the headframe. As the fire increased, it attracted hundreds of people, especially families of trapped miners. The crowd eventually grew to almost ten thousand bystanders.

William Kashatus, in his column for the *Citizens' Voice* of August 31, 2008, described the fire as follows: "The fire quickly roared up the Steuben Shaft (the only exit and entrance to the mine) into the engine room of the breaker, setting off a tremendous explosion. It spread so rapidly that the neighboring buildings were immediately engulfed. Telegraph operators put out a call to fire companies in every small town from Plymouth to Scranton. As pumpers and water wagons arrived by train, family and friends of the miners rushed to the scene, horrified by the terrible sight. By mid-afternoon, firefighters were pumping a constant stream of water into a tunnel and down the shaft. At 6 p. m., a small dog and a lighted lamp were sent down in a bucket to test the safety of

the burned-out shaft, When the dog arrived [back at the surface] alive, a small group of volunteers took its place in the bucket, taking turns descending the shaft. Volunteers Thomas W. Williams and David Jones were overcome by toxic gas and became the first of the many victims whose bodies were recovered when the calamitous fire was finally extinguished. Charles Jones of Plymouth and Stephen Evans of Nottingham Shaft were later selected to be lowered into the mine. Equipped with tools such as a hatchet and a hook.

“The search continued for the next few days. In the early morning of Wednesday, September 8, searchers descended 300 feet below ground and came upon and entered a closed brattice [a makeshift barrier of coal, rock, scrap wood, mud, and canvas; the brattice was constructed by the desperate and trapped miners in an attempt to stop the infiltration of blackdamp, in the hope of surviving on cleaner deep mine air until rescue). When the rescuers pierced the brattice, they encountered a view which appalled the stoutest heart among them. Grouped together, in every possible position, laid the dead bodies of sixty-seven men and boys grouped together, including William R. Evans and his three sons, two in his arms and one at his feet. Another 41 dead laborers were found in groups and individually in other areas of the mine, having fled as far as possible from the burning shaft.”

That day, September 6, 1869, 103 men, 5 boys, and 2 rescuers, died of asphyxiation of carbonic gases. As such, 72 women became widows, and 153 children lost their fathers; a church in Plymouth, PA, lost every one of its male members. To this day, the Avondale mine disaster remains the worst disaster in the history of anthracite mining in northeastern Pennsylvania.

On September 10, Pennsylvania governor, John W. Geary, as well as six high ranking D&H officials (Thomas Dickson, President; Coe F. Young, Rollin Manville, E. W. Weston, and Horace G. Young) traveled to Avondale to speak to officials there and to offer their condolences to the families of the victims. Within months of the tragedy, Pennsylvania enacted America's first mine safety law. Among other things, it required mines to have more than one exit, set standards for ventilation and forbid the building of breakers atop mine shafts.

How did the fire start? Two explanations emerged from the testimony given to a coroner's jury. As we noted above, some few people believed that the fire was accidentally started by a spark from the coal-fired ventilating furnace at the foot of the Avondale mine shaft. Many others maintained that someone purposely set the fire from the tunnel that intersected the shaft 40 feet below the surface.

The Jury chose the “spark-from-the-furnace” cause. Objective, non-biased individuals and organizations (the *New York Times*, the *Scranton Tribune*, many from Scranton's very large Welsh community) criticized the verdict, and argued for arson. They asked whether it was just a coincidence that the tragedy occurred only a few days after the Avondale workers helped break a



three-month, region-wide strike, and that the great majority of the Irish workers (who strongly supported the strike) were absent from the pit on the day of the fire? Present-day historians regard the fire as arson.

The Avondale calamity was a tragic consequence of the widespread disharmony in the anthracite coal fields of northeastern Pennsylvania between the Welsh and the Irish communities there. In the 1830s, it will be recalled, the D&H recruited 90 Welsh families and brought them to Carbondale in order to show the D&H (officials and miners) how to mine, professionally, anthracite coal. Thus instructed by the Welsh, D&H mining and shipping numbers increased dramatically (1829, 7,000 tons; 1830, 43,000 tons; 1831, 54,000 tons; 1832, 84,600 tons; 1833, 111,777 tons).

The root cause of this disharmony in the anthracite coal fields of northeastern Pennsylvania was the fact that the Welsh in the anthracite mines were the bosses (the managerial level and the miners) and the Irish were the workers (the laborers). To be qualified as a “miner”, one had to pass an exam and be awarded a “Certificate of Competency” before one could be classed as a “Miner” and hired by one of the coal companies. A certified miner then hired—and paid—a “Laborer” to assist him (the miner) as he mined coal.

The bodies of 61 of the men and boys killed in the fire at Avondale were interred in the Hyde Park Cemetery on Washburn Street in West Scranton (the largest Welsh community in the world outside of Wales and, said Professor Bill Jones, “one of the most distinctive Welsh communities that ever existed.” In the late nineteenth century, the city of Scranton was known as the Welsh Athens of America because of the richness of its Welsh cultural life.

Up to 10,000 people were in the Hyde Park Cemetery for the graveside services, which were conducted in Welsh. The names of the 57 Welsh men and boys interred that day in the Hyde Park Cemetery are: “Thomas Morris, Thomas Davies, John Burch, John Burch, Jr., William Powell, James Powell, William Harding, William L. Williams, Edward Bowen, William D. Jones, Morgan Watkins, Richard Woolley, William J. Evans, Edward Edwards, William Porfit, John Jenkins, John D. Evans, William J. Davies, James T. Williams, John J. Thomas, Thomas Hatton, William Hatton, Thomas D. Jones, Daniel D. Jones, David Thomas, Thomas L. Jones, Thomas Hughes, John Hughes.

“William Lewis, Samuel R. Morgan, Evan Rees, Henry Morris, James Phillips, David J. Rees, David Rees, William Rees, William T. Morgan, Lewis Davies, Rees Lumley, Joseph Morris, John E. Thomas, Thomas Llewellyn, Rees Llewellyn, John Harris, Richard Owen, William R. Rees, William Evans, Methusalem Evans, William Evans, Lewis Evans, William R. Evans, William Bowen, Rowland Jones, Evan Hughes, John Bowen, Thomas Phillips, Willie Phillips.”

Other cemeteries where the earthly remains of Avondale victims are interred: Shupp’s Cemetery in Plymouth, Cemetery at Pittston, Cemetery at Forty Fort, Cathedral Cemetery in Hyde Park, Summit Hill Cemetery, Catholic Cemetery in Wilkes-Barre.

At the time of the Avondale Mine Disaster, the best pictorial artists of the day, especially those from the top metropolitan newspapers and periodicals, were dispatched directly to the actual scene of the calamity to record in their sketchbooks the minutest details of the locality and of the victims and the bereaved mining community in the Wyoming Valley of Pennsylvania. Among those artists were G. W. Bradford and Joseph Becker, artists of Frank Leslie's *Leslie's Weekly*, and Theodore Russell Davis (1840-1894) of *Harper's [Magazine]*. Shown here is "The Avondale Colliery Disaster—Bringing Out the Dead" by Theodore R. Davis, which was published in *Harper's Magazine*, September 25, 1869.

Here, from the *Scranton Weekly Republican* of Saturday, September 11, 1869, is the account of Davis' visit to Avondale at the time of the disaster: "**DAVIS AND AVONDALE** / Arriving at the scene of the Avondale calamity on the morning of September 8, 1869, just as the first bodies of the mining victims were being brought up to the tunnel entrance for identification and burial, Davis almost overwhelmed by the enormity and defenselessness of this great local tragedy, took his stand near the center of each scene of the unfolding drama, and etched in his sketchbook the priceless set of ten sketches which first appeared in *Harper's Weekly*, Saturday, September 25 and Saturday, October 2, 1869. For accuracy in landscape, period wearing apparel, mining equipment and the actual moments of anguish and grief of individual groups of the stricken mining community, the drawings of Davis are unsurpassed.

There were two very important consequences of this tragedy at Avondale: (1) the Pennsylvania General Assembly mandated, among other things, that there must be at least two entrances to all underground mines, (2) thousands of miners joined the Workingmen's Benevolent Association, (one of the first unions to represent coal miners in the United States) founded in 1868 by John Siney). Tragically, and ironically, the WBA had successfully petitioned the Pennsylvania State Legislature for the passage of a new mine safety act, which became law on April 12, 1868. The law codified ventilation requirements and stipulated the presence of a second entrance, in accord with contemporary British practice. That act did not apply to mines in Luzerne County (where Avondale is located), due to the efforts of George Turner, the Democratic state senator from Luzerne County.

Memorial services are held regularly both at the Avondale Mine Site and in the Hyde Park Cemetery. Prayers for the dead are offered. Hymns are sung in Welsh. In some years, Welsh men and women from Wales come to America to participate in these ceremonies in memory of the 110 Welsh men and boys who died on September 6, 1869.

(End of Part 2 of *Harmony and Disharmony in the Anthracite Coal Fields*. To be continued in the November 2023 issue of this publication.)

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89. "Excerpts from the Minutes of Board of Directors Meetings, February 24, 1897--July 27, 1898," by S. Robert Powell, *BLHS Bulletin*, October 2023, pp. 18-20

*Delaware and Hudson Canal Company, Excerpts from the Minutes of the Meetings of the Board of Directors, February 24, 1897—July 27, 1898*

By S. Robert Powell, Ph.D.

Having read Delaware and Hudson Canal Company Minutes of Board of Directors Meetings (also meetings of subordinate committees of the Board of Directors and meetings of the D&H Stockholders), February 24, 1897—July 27, 1898 (meetings held in the Office of the Delaware & Hudson Canal Company, New York City), we have selected therefrom, for presentation here, data and facts that are important in the history of the Delaware and Hudson Canal Company and/or the Delaware and Hudson Railroad which are not generally known about the D&H or which are not reported in public or private documents or archives.

**1. Cherry Valley Branch to Richfield Springs:** March 10, 1897 meeting of Railroad Committee (Messrs. James Roosevelt, Tillinghast, Taylor, and the President): "Mr. Tillinghast brought up the question of the Cherry Valley Branch to Richfield Springs and on motion, duly seconded, the following resolution was unanimously adopted: Resolved that the President be requested to have a revision made of the estimated cost of extending the Cherry Valley Branch to Richfield Springs; also an estimate made of the probable amount of business which such extension would bring to the road, and such other details given as the subject may require."

**2. Will the New York, Susquehanna and Western Railroad Company Transport D&H Coal from the Mines to Tidewater:** March 16, 1897 meeting of Railroad Committee: "In the matter of the New York, Susquehanna and Western Railroad Company, Mr. Tillinghast reported that he had conferred with Mr. Hopkins, President of that road, in order to ascertain their wishes relating to the transportation of our coal from the mines to tidewater. The Susquehanna and Western was not prepared to make any definite proposition, but would like an interchange of views between representatives in authority of both companies."

**3. Coal Lease with Estate of N. Fitch, Deceased:** April 28, 1897 meeting: "The President (Mr. Olyphant) reported the examination of the following coal lease, which upon motion, duly seconded, was approved and confirmed. **Coal Lease:** With Estate of N. Fitch, deceased, for all coal under about one quarter of an acre in the First Ward, City of Scranton. Royalty 35 cents per ton for sizes over Pea, 17 1/2 cents for Pea and 8 3/4 cents for Buckwheat. Dated March 20, 1897. No minimum."

**4. Cornelius Vanderbilt to Withdraw from D&H Board of Directors:** April 28, 1897 meeting: "The President (Mr. R. M. Olyphant) read a letter from Mr. Cornelius Vanderbilt, stating that as the condition of his health and a trip to Europe would prevent his attending the Managers meetings,



he felt called upon to request that he should not be re-elected a Manager. / A motion was made and adopted that a Nominating Committee consisting of four members and the President should be appointed by him, with power to choose a person in Mr. Vanderbilt's place to be voted for as Manager at the Annual Meeting of Stockholders for the election of managers, etc. The President appointed the following such committee: Messrs. Van Santvoord, Tillinghast, Orr, J. A. Roosevelt and Taylor. / Meeting of Nominating Committee, May 5, 1897: "After discussing several names, it was moved, seconded and carried that Mr. R. Somers Hayes be placed upon the ticket to fill such vacancy."

**5. German Lutheran Church of Honesdale Requests Release from "Reversion" Clause in their Deed from the D&H:** June 30, 1897 meeting: "The President presented a request from the German Lutheran Church of Honesdale for a release from the condition [in their deed] that the property should revert to this Company if used for any other than church purposes, inasmuch as property much more eligibly situated has been acquired upon which to build another church, to which the best interests of the church require it to move. Upon motion, duly seconded, the request was referred to the President with power."

**6. Inadequate Transfer Facilities at Plattsburgh:** August 25, 1897 meeting: "The President stated that the present facilities for transferring [sic] cars between this Company and the Chateaugay Railroad Company at Plattsburgh are inadequate to the demands of the largely increased business of transferring [sic] pulp wood, and that while the Chateaugay Company has no funds to pay for its proportion of the necessary improvements, it was able and willing to guarantee the payment of a certain amount per annum, if this Company would advance the entire amount. Upon motion, duly seconded, the matter was referred to the officers of the Company with power."

**7. "Aid to Committee on Missions to People of Foreign Tongue":** October 27, 1897 meeting: "The President presented an appeal from the "Committee on Missions to People of Foreign Tongue" in Luzerne and Lackawanna Counties, Pennsylvania, for additional aid in carrying on the educational work among the children of the lower class of miners of foreign origin. Upon motion, duly seconded, the matter was referred to the President, with power, any amount appropriated for this object to be charged to the fund set apart by the stockholders for such purposes."

**8. Right of Way of Proposed Adirondack Extension Railroad:** November 11, 1897 meeting: "Resolved that the Company undertake to secure the right of way for the proposed Adirondack Extension Railroad, and conduct the necessary lawsuit now pending to clear the title of such right of way, provided a bond of indemnity to secure the payment of all costs of such litigation and cost of such right of way shall be given by Mr. George B. Moffat or other responsible persons."

**9. Salary Increases in New York Office:** November 24, 1897 meeting: "Upon motion, duly seconded, \$3,200.00 was set apart for an increase in the salaries of the employees of the New York office as, in the judgment of the President and Vice President, the circumstances require."

**10. Aid for Families of Five Employees Killed at Von Storch Colliery:** November 24, 1897 meeting: "The President reported to the Board that an accident had recently taken place in the Von Storch colliery, causing the death of five employees, and expressed his opinion that some provision should be made for their families and such others as had been dependent upon them for their livelihood. Upon motion, duly seconded, this matter was referred to the President with power." / December 29, 1897 meeting: "The President reported that he had authorized the payment of \$50 to the heirs of John Walsh, one of the victims of the Von Storch fire; and on motion duly seconded, his action was confirmed, such amount to be charged to the fund set apart by the stockholders for such purposes."

**11. Financial Aid to Canal Boatmen at the Close of Navigation:** November 24, 1897 meeting: "The President stated that owing to the small amount of coal brought down the [D&H] Canal, the boatmen are in destitute conditions, and that, as we are mainly responsible for this condition, measures should be taken to relieve it, and recommend that the following sums be given them at the close of navigation: To boatmen having made four trips \$30.00; To boatmen having made five trips \$22.50; To Boatmen having made six trips \$15.00; which plan will require \$6,795 in the aggregate. Upon motion, duly seconded, this matter was referred to the President with power."

**12. D&H Asked to Subscribe for Shares of Stock of New Saratoga Racing Association:** December 29, 1897 meeting: "The Second Vice President [Horace G. Young] presented a communication from a Committee of Citizens of Saratoga, formulating a plan for a new racing association, and calling upon this company to subscribe for shares of its stock. Upon motion, duly seconded, it was referred to the Railroad Committee to report."

**13. Two Contracts with Erie Railroad Company Approved:** December 30, 1897 meeting of Erie Contract Committee (Messrs. J. Roosevelt, Hayes, J. A. Roosevelt, Young, and the President): "In accordance with the authority conferred upon this Committee by the Board at its meeting, November 24<sup>th</sup>, the Committee considered the drafts of two proposed contracts with the Erie Railroad Company, [the complete texts of] which are attached hereto, one for the use of the Jefferson Railroad, the other regarding the transportation of coal, and upon motion, duly seconded, approved them and authorized their due and proper execution by the President."

**14. Annual Report for 1897:** February 23, 1898 meeting: "Annual Report for 1897: net profit of business, \$2,141,420.84; total output of coal for the year was 41,637,863.11 tons, of which the D&H produced 3,965,638.13 tons, and transported for others 1,681,213.18 tons, total tons: 5,646,852.11. Gross receipts \$18,360,051.00, minus expenses of \$13,085,661.67=\$5,274,389.33, less taxes, interest, and rentals of \$3,132,968.49. Net earnings: \$2,141,420.84."

**15. Request for \$1,500 Contribution Towards Building of Railroad Branch of YMCA at Albany:** February 23, 1898: "The President stated that a request had been made for an additional contribution of \$1,500 towards the building of the Railroad Branch of the Y. M.C.A. of Albany, \$1,000 having been already given, and said that he thought the interests of our employees required

compliance with the request. Upon motion, duly seconded, this additional appropriation was approved and ordered charged to the account set apart by the stockholders for such purposes."

**16. Agreement between Grand Trunk Railway and the D&H:** Railroad Committee Meeting, March 29, 1898: "The Committee also approved an agreement between the Grand Trunk Railway Company and the Delaware and Hudson Canal Company, for running over the Grand Trunk Railway between Lacolle, Quebec, and Rouses Point, New York."

**17. Financial Aid to Widows of Three D&H Employees Killed in the Service of the Company:** April 27, 1898 meeting: "The President presented a communication from Second Vice President Young, recommending an appropriation of \$500 each to the widows of three employees killed while in the service of the Company, namely: James Ashley, Brakeman, killed at Saratoga, March 23, 1898; Louis Hebert, Brakeman, killed at Mechanicville, January 27, 1898; Jacob Schantz, Fireman, killed at Sidney, December 18, 1897, the circumstances of each case having been investigated by himself and Attorney Carr. Upon motion, duly seconded, the recommendation was approved and the respective amounts appropriated, the same to be charged to the fund set apart for such purposes by the stockholders, provided."

**18. D&H Will Aid Employees Who Enlist in the Service of the United States in the Present War:** April 27, 1898 meeting: "Upon motion, duly seconded, the following resolution was unanimously adopted: Resolved, That the policy of this Company is to aid those salaried employees who are members of military organizations, and who enlist in the service of the United States in the present war, and to this end the General Manager will report to the President the names, occupations and salaries of those affected hereby, so that proper action may be taken in each separate case."

**19. D&H Managers, Elected, and Appointed Officials for 1898:** Stockholders Annual Meeting, May 10-11, 1898: "James Roosevelt, Robert M. Olyphant, William H. Tillinghast, Alfred Van Santvoord, James A. Roosevelt, Alexander E. Orr, Chauncey M. Depew, James W. Alexander, James R. Taylor, Horace G. Young, John Jacob Astor, R. Somers Hayes, and Frederic Cromwell, having received a plurality of the votes of the Stockholders voting at said election for managers, are elected Managers to manage the affairs of said corporation [The President, Managers and Company of the Delaware and Hudson Canal Company, a stock corporation] for the ensuing year. David Willcox, a stockholder and also General Counsel of the company. R. M. Olyphant, President; James Roosevelt, First Vice President; Horace G. Young, Second Vice President; F. M. Olyphant, Secretary; C. A. Walker, Treasurer; Railroad Committee: Messrs. Hayes, Depew, J. Roosevelt, Tillinghast, and Young."

**20. Death of James A. Roosevelt:** July 27, 1898 meeting: "The President informed the Board of the death on the 15<sup>th</sup> inst. of its associate, Mr. James A. Roosevelt, who for 8 years has been a regular attendant at its meetings. Not only did Mr. Roosevelt gain our confidence as a wise counselor, but he also won our regard and esteem for the sterling personal qualities which he



possessed. He was a frank, affable and sympathetic nature. He was a warm and steadfast friend, just and generous in his disposition towards all, a man of most unimpeachable integrity and uprightness, while possessing decided convictions which at times led to differences with others, he always maintained his view with so much consideration as to provoke only the kindest feelings in those with whom he differed. It is, therefore, with sincere grief at the sudden severance of long standing ties of friendship and association that we place on record our appreciation of his services as a Manager and of his high qualities as a man."

(To be continued.)

90. "Harmony and Disharmony in the Anthracite Coal Fields, 1870-1871" (Published in the *BLHS Bulletin*, November 2023, pp. 10-12) :

## **Harmony and Disharmony in the Anthracite Coal Fields, 1870-1871**

By S. Robert Powell, Ph.D.

With the 1868 configuration of the Gravity Railroad in place, greater quantities of coal than ever were sent to market by the D&H that year (1,991,870 tons). In 1870, for the first time, shipments of coal to market exceeded two million tons per year.

On December 1, 1870, a reduction in the price of mining coal and wages (a reduction of 30 cents per ton for mining, and for inside and outside labor a reduction to the rate paid for the same in April 1869) was announced by the D&H, and the D&H miners struck. The D&H miners were joined in this strike by the D. L. & W. Co., and the Penna. Coal Co. miners, and a general suspension of mining (disharmony between labor and management) in the Lackawanna Valley began.

Notwithstanding the strike of the miners in the Lackawanna Valley in general, there was no suspension of constructive activity in Carbondale upon "the flats" in the upper part of the D&H yard, along the new Railroads (the Valley Road to Scranton, the Jefferson Branch of the Erie). Tracks were being laid there. Freight and passenger depots were being built, coal pockets and chutes were being constructed, and every necessary preparation made for the coming business.

The owners and operators of the major coal mines, iron furnaces, and transportation lines (Thomas Dickson, President of the Delaware and Hudson Canal Co. and representatives of the Pennsylvania Coal Co., Lehigh Coal and Navigation Co., and the Delaware, Lackawanna and Western Railroad Company) met in New York in mid-September 1871. The meeting was avowedly held for the purpose of preventing periodic strikes, and to oppose the combination of the miners and laborers who suspend work when instructed to do so by their secret council.

Because of the suspension, the Delaware & Hudson Railroad Company claimed that it was losing \$250,000 a month, as it employed 15,000 men and boys in the coal mines. The representatives of the coal companies, resolved, at the conclusion of the meeting, to resist, each and every one of the demands of the men.

In spite of the suspension, the D&H announced that the D&H Canal would open about April 10, 1871, if not to ship coal, then to be used as a trout stream: "The D. & H. Canal will be opened throughout its entire length on or about the 10<sup>th</sup> of April. If there is any coal, it will be shipped; if there is none, proposals may be sent in for using the canal as a trout stream during the season. A law will also be passed to compel the shad to come up the Delaware as far as Lackawaxen, and thence to Honesdale via D. & H. Canal.--*Honesdale Citizen*." (*Carbondale Advance*, March 25, 1871, p. 3)

The *Carbondale Advance*, on April 1, 1871, asked the very important question: "Whose fault is it [the suspension]?" "To-day--April 1<sup>st</sup>--is the time that has been very often, and we may say, generally, named, as the probable time for the resumption of work. The time has come, but resumption has not. Hundreds of millions of dollars of capital, and tens of thousands of men, have been four months unemployed. Whose fault is it?" (*Carbondale Advance*, April 1, 1871, p. 3)

**Workmen's Benefit Association is the Problem:** The present suspension, said the *Carbondale Advance* in its issue of April 8, 1871, is a consequence of the Workmen's Benefit Association's being under the control of miserable and incompetent leaders who have controlled the men to their own injury, and brought them to the verge of ruin. The questions at issue are directly between the men and their employees. They alone can settle them, said the *Carbondale Advance*:

**"THE TERRIBLE SUSPENSION.** Our long-suffering people have endured the evils of suspension for between four and five months with remarkable fortitude. All have been willing and desirous that the men should benefit themselves if they could. The scriptural doctrine that 'The laborer is worthy of his hire,' is always true and the greater the compensation received for labor, the better for the community. Although it now appears from statistics and tables presented before the Investigating Committee at Harrisburg that, even at the reduction demanded by the operators, the miners would have received still better pay than any other workingmen in Pennsylvania, more even than skilled mechanics, for harder work and longer days, it was fully acquiesced in. All have been anxious that miners should have good pay, for all other interests were promoted by it. The questions at issue are also directly between the men and their employees. They alone can settle them. They would have been undoubtedly settled satisfactorily long ere this but from the terrible misfortune of the W. B. A. getting under the control of most miserable and incompetent leaders, that have controlled the men to their own injury, and brought them to the verge of ruin [emphasis added]. Some wrong-headed and weak-minded men of great pretensions in Schuylkill Co. got at the head of the W. B. A., and at once imagined themselves almost omnipotent. They thought that because they could control 30,000 miners living in six counties they could control those six counties, and because they could control those six counties, they could control the State, and that

no politician, no Governor, no Legislature would dare to say *no* to anything they demanded. They supposed in their vanity and folly that the State lay at their feet, and they could rule or ruin at pleasure. They went to Harrisburg as the conqueror goes, as Napoleon went to dictate terms of peace at Berlin. They have returned disgusted with everything—and got nothing. Our miners here have been far too sensible to believe all these flaunting pretensions of the Grand Council, although great pains have been taken to disseminate such notions, but they have wanted their interests promoted, these men have promised to do it, and they have waited patiently for the result. And what is the result? What has been gained? Nothing whatever. Nothing ever will be by such leaders, and in the way they propose to do it. Nothing ever can be. The laws of business and the laws of nature are directly in their path, and cannot be annihilated, set aside, or changed. They are higher and stronger than Grand Councils, or Governors, or Legislatures, or Companies. The price of labor and the price of coal in spite of all these will be governed by the law of supply and demand. There is no possible combination that can keep the price of mining coal for more than a brief period greatly above the price of other work, requiring equal strength, endurance and skill. . . Resumption should take place upon some terms at once. There is no excuse now for delay, or caviling, or empty boasts. The time for these has gone by, and the time for work has come. Work is now the only remedy for the evils which suspension has produced.” (*Carbondale Advance*, April 8, 1871.

By mid-April, it was reported in the *Carbondale Advance* of April 15, 1871, there were signs apparent to the knowledgeable observer that the present suspension might be drawing to an end. In that paper we read: “**The Miners in Council** / The miners in the Lackawanna Valley have been this week in council in regard to the resumption of work. It is a hopeful sign, although so far as we learn no arrangement has yet been made. The *Morning Republican* gives the following account of the interviews held between the committee of the miners and the officers of the Company on Thursday: “THE MINERS’ OFFER. / We are not surprised nor disappointed at the result of the conference between the several committees of miners and the representatives of their respective companies yesterday. The time for any lasting settlement satisfactory to both parties has passed. After four and a half months of sublime and masterly inactivity an impatient public finds the officials of the companies beginning to realize the situation, while each passing week has strengthened the determination of their employees...” (*Carbondale Advance*, April 15, 1871, p. 3)

In early May 1871, in Scranton, the simmering pot, so to speak, began to boil (extreme disharmony), and a confrontation between those who were in favor of resumption faced off with those who were opposed to resumption. A riot took place. Here is the account of that riot that was reprinted in the *Carbondale Advance* of May 13, 1871 from the *N. Y. Tribune* of May 10: “**RIOTING AT THE COAL MINES**” / Scranton, May 9 / About three o’clock this afternoon, while from 50 to 75 of the laborers who are agitating resumption were holding a meeting near the Central shaft, in the rear of Hyde Park, a crowd of women, boys, and a few men, appeared on the scene, calling the laborers ‘blacklegs,’ ‘traitors,’ and other such epithets. Fearing a more hostile demonstration, the laborers retreated to higher ground, took out their revolvers, and fired several shots into the crowd, wounding William Gore seriously in the thigh. About twenty shots were fired.



Then a hot chase began. The laborers running toward Hampton mines and Briggs' shaft, followed by a constantly increasing crowd of men, women, and boys. Shots were exchanged, and stones thrown from both sides on a field back of Briggs' shaft, and several men were wounded. Patrick White is in a dangerous condition and Martin O'Donnell is also seriously hurt. The latter was placed in a passing wagon, and while going through the main street, was followed by a large crowd, and afterward barely escaped. While the fighting was going on, a detachment of soldiers appeared on the scene, but the laborers were going through the woods toward Providence, a distance of about two miles, followed by their pursuers. The soldiers did not follow, but returned to Scranton with some of the wounded men. / The sum total of the affray is three men seriously wounded, one of them a miner; three men slightly wounded, and two women hurt. The Mayor of the city and the agents of the Company were on the ground soon after the main fight was over. There is no sign of another immediate outbreak, but if the laborers insist on resuming work more riots may be expected. The actual strength of the new movement that has been agitated among the laborers for the last few days is not sufficient to warrant any desirable results. The city is very much excited over the affair, and the authorities are on the watch for further movements. / News of a more peaceful nature has been received from the Delaware & Hudson Co.'s men [emphasis added]. The delegates waited on Mr. Weston, Superintendent, this afternoon, and made the following proposition: 'That all enter the mines without a stated price, and submit the question of wages to arbitration, the umpire to be chosen before resumption takes place.' Mr. Weston immediately telegraphed to Mr. Dickson, who is in New York, and an answer is expected to-morrow. The delegates are confident that their proposition will be accepted, Mr. Dickson having not only suggested arbitration at their former interview with him, but repudiated a settlement on the basis of the Diamond car, choosing the top vein of Carbondale as his standard, thus indicating probably his intention of acting independently of the Delaware, Lackawanna & Western Company. / LATER.—One of the wounded men is not expected to live through the night. Rumors are rife that a raid will be made before morning on the Welsh of Park Hill. Everybody there is arming in self-defense, and the military have been sent over to the Hampton mines to-night."(*Carbondale Advance*, May 13, 1871, p. 3)

*In the Carbondale Advance* of May 13, 1871, it was announced that resumption would take place in Schuylkill, Carbon, Columbia and Northumberland Counties the following week. In addition, the DL&W, the Pennsylvania Coal Company, and the D&H announced, in mid-May 1871, that they had no objection to arbitration, to bring to an end the suspension, provided the men will consent to the following conditions: / 1st, Work to be immediately resumed at prices offered 1<sup>st</sup> December, which shall continue until 1<sup>st</sup> of June. / 2d. In the meantime arbitrators to be appointed, three (3) by the miners and three (3) by the Company, with an umpire to be mutually agreed upon; said arbitrators shall fix and determine the rates of wages to be paid on and after the first day of June until the first day of January next. If the arbitrators cannot agree as to rates of wages (and no other questions shall be considered by them) the difference shall be submitted to the umpire and his decision shall be binding, final and conclusive, upon both parties.

By the final week in May, 1871, work was resumed in the mines of the Delaware & Hudson Canal Company in Carbondale and at other points in the Lackawanna Valley, thus ending the worst suspension to date.

**"Termination of Suspension.** / Work has resumed in the mines of the Del. & Hud. C. Co., at this and other points in the Valley, in the early part of the week, thus closing up the most disastrous suspension we have experienced. Coal cars throng the railroad, and the hum or productive industry prevails [harmony restored] on every hand. Elongated countenances are shortened and brightened, and hope and cheerfulness are everywhere manifested." (*Carbondale Advance*, May 27, 1871, p. 3)

Resumption was not universal: the miners in Gibsonburg (Jermyn), in the Hazleton area, and a few other locations were not yet back to work. The old wages were not restored, but the miners were granted a considerable advance. The miners of the Pennsylvania Coal company who always had especially pleasant relations with the company were the first to resume work on the new arrangement, and the other miners quickly followed.

The strike, which began on December 1, 1870, ended on May 20, 1871, when the WBA and the operators' Anthracite Board of Trade signed the first written contract drawn up in America between miners and operators. In *Century of Progress* we read: "This strike continued until May 20, 1871, when the men accepted the reasonable terms offered them and work was resumed." (*COP*, p. 207)

In the D&H annual report for 1870, President Thomas Dickson identified the causes which led to the strike of 1870-1871 and said the following about the strike in general:

"About the first of December last, (in concert with the other Companies in our region), a reduction in the wages of miners was made; this action produced a strike, and a total suspension of our mining operations, which continues at this time (April 28<sup>th</sup>). / The causes which led to this strike, are briefly these. During the war the rapid increase in the demand for coal stimulated production beyond precedent, forced higher rates for mining than was paid by any other branch of industry, and attracted to the mines a larger number of men than could be profitably employed when business returned to its natural channel. / To maintain the then current high wages, the miners formed an Association, which, in a short time embraced the entire Anthracite region, and in the year 1869, resolved that they would not only determine the rates to be paid for labor, but that they would also control and determine the production of the mines and the value of coal to the consumer. This new and extraordinary claim was conceded by a majority of the producers, but was successfully resisted by the three Northern Companies [D&H, DL&W, Pennsylvania Coal Company]. They were compelled, however, by the action of the other regions, to make larger advances in wages than the business would warrant. / With the view of bringing their business again to a proper level, and of equalizing the rates paid for labor with the other regions, the action of November was determined upon. The rates agreed upon were carefully considered, were fully equal to those of other coal

producing regions, and were sufficient to yield larger average wages than can be obtained in any other branch of industry in the country. Nothing has occurred since the strike was inaugurated to change the views or the policy then entertained and determined upon. / The system of suspension inaugurated by the men, for the avowed purpose of curtaining the production, is alike disastrous to the Company, to the miner and to the consumer, as no temporary advance in the price of the product will compensate either the operator or the miner for the great losses entailed during periods of suspension, while the consumer bears the burden of enforced high prices, and the risk of having the supply cut off at any moment. / The only safe remedy for over-production is the natural law of trade, and it is the belief of the management that if the suspensions of the last two years had not taken place, and a uniform and steady movement had been maintained, the consumption of 1871, would have been equal to the productive capacity, at prices fairly compensating operator and miner, and furnishing the consumer with coal at moderate and uniform rates. / The only question involved in the issue is whether the property shall be controlled and the policy of the Company determined by the owners, or whether it shall be committed to the care and direction of an irresponsible organization, and in determining this question the managers are strong in the belief that the stockholders can have but one opinion.” (*COP*, pp. 206-207)

And so the enlightened managerial style of Thomas Dickson and the D&H (and of the managers of the DL&W and the Pennsylvania Coal Company at the time) prevailed. The strike was over (harmony restored). There were no losers and no winners. Everybody won. How different the history of anthracite mining and the Delaware and Hudson Railroad would be if that enlightened managerial style had prevailed for the following fifty years!

(End of Part 3 of *Harmony and Disharmony in the Anthracite Coal Fields*. To be continued in the December 2024 issue.)

91. "Delaware and Hudson Canal Company, Excerpts from the Minutes of the Meetings of the Board of Directors, July 27, 1898—February 23, 1899" (Published in the *BLHS Bulletin*, November 2023, pp. 15-16, 18, 23)

*Delaware and Hudson Canal Company, Excerpts from the Minutes of the Meetings of the Board of Directors, July 27, 1898—February 23, 1899*

By S. Robert Powell, Ph.D.

Having read Delaware and Hudson Canal Company Minutes of Board of Directors Meetings (also meetings of subordinate committees of the Board of Directors and meetings of the D&H Stockholders), July 27, 1898--February 23, 1899 (meetings held in the Office of the Delaware & Hudson Canal Company, New York City), we have selected therefrom, for presentation here, data and facts that are important in the history of the Delaware and Hudson Canal Company and/or the



Delaware and Hudson Railroad which are not generally known about the D&H or which are not reported in public or private documents or archives.

**1) Collision between a Troy City railway trolley car and a D&H train**

September 28, 1898: "The President stated that it would be necessary for the Board to take some action with regard to the collision between one of our trains and a trolley car of the Troy City Railway Company in Cahoes on September 5, 1898, for the purpose of effecting an agreement between the two companies as to the amount for which the Troy City Railway Company would assume all damages in the matter. / Upon motion, duly seconded, the President and General Counsel were authorized to make an agreement with the Troy City Railway, whereby, for a sum not exceeding \$30,000, the Company should be indemnified against any claims for the accident at Cahoes."

**2) The D&H can save money by closing its Gravity Railroad and Canal and sending its coal directly from the mines to tidewater via the Erie Railroad**

October 17, 1898: A Special Meeting of the Board of Directors (Present: President Olyphant, Mr. Roosevelt, Mr. Van Santvoord, Mr. Orr, Mr. Depew, Mr. Taylor, Mr. Young, Mr. Astor, Mr. Hayes, Mr. Cromwell): "The President placed before the Board a communication from Second Vice President Young showing that the Erie Railroad Company by the acquisition of trackage rights over the Erie and Wyoming Valley Railroad was now in a position to transport the Company's coal direct from the mines to tidewater without its going over the Gravity Railroad and the Canal, and that by availing of this route and abandoning the Gravity Railroad and the Canal, a very large saving could be effected. Appended to the communication were opinions by Attorney Carr and General Counsel Willcox relative to the effect which the abandonment of the Canal would have upon the legal status of the Company. / Upon motion, duly seconded, the matter was referred to the Railroad Committee, to report as soon as possible to a special meeting to be called for the purpose, and copies of the communication and opinions were ordered furnished to all members of the Board."

**3) Regular meeting of the Board**

October 26, 1898: "The Railroad Committee submitted the following report upon the matter referred to at the last meeting of the Board, and upon motion, duly seconded, its recommendations were adopted with the provision that the first one should be carried out by the Railroad Committee instead of a Special Committee. / Report. New York, October 21, 1898. / To the Board of Managers of the Delaware and Hudson Canal Company / Your Railroad Committee, to whom was referred the special report of the Second Vice President and General Counsel in relation to the making of additional contracts with the Erie Railway Company for the transportation of coal to tidewater directly from the mines without transfer, and thereby avoiding the use of the Gravity Railroad and Canal, beg to report. / That in their opinion great economies can be made by transporting coal direct from the mines to the Hudson River, and Weehawken, by existing railroads, without breaking bulk, over the present system of transportation by Gravity Railroad and Canal. / Your

Committee in their limited time is not able to present to the Board actual statistics of savings to the Company by the change suggested, but it believes that transportation via the Gravity Railroad and Canal can be replaced by proper contracts with, or leases, on construction of Railroads with great profit to the Company. The scope of changes suggested, however, is so great affecting questions of finance, law and transportation that your Committee recommends / That a Special Committee be appointed to consider and report upon the subject of permanently abandoning the Gravity Railroad and Canal, and replacing them by other means of transportation. / That the President with advice of Counsel take such immediate action as will permit the Company to legally act in this matter. / That the making of a temporary contract with existing railroad lines, for the purposes of cheapening the cost of transporting coal from the mines to the Hudson River and Weehawken during the closing of the Canal in the winter season, be referred to the officer of this Company with full power to act. R. Somers Hayes, Chairman, H. G. Young, James Roosevelt." / **David Willcox elected a Director of the Delaware and Hudson Canal Company:** "The Board then proceeded to the election of a Director in place of Mr. James A. Roosevelt, deceased. Mr. David Willcox was nominated, and there being no other nominations, upon motion, duly seconded, he was unanimously elected to that office."

**4) C. H. Booth recognized as superior manager of Hotel Champlain**

October 26, 1898: "The president submitted the question of enlarging Hotel Champlain. After discussion, it was unanimously voted that the consideration of this matter should be laid over for year. / The President informed the Board that the profit upon the Hotel during the past season was in large measure due to the excellent supervision exercised over the management by our Cashier, Mr. C. H. Booth, and that in his judgment, he was entitled to some additional compensation, naming \$750 as a suitable amount. Upon motion, duly seconded, he was authorized to pay such amount to Mr. Booth."

**5) Closing of the D&H Gravity Railroad**

Presented here (but not included in a *D&H Minutes* volume) is an article about the announcement of the closing of the Gravity Railroad that was published in the *Carbondale Leader*, Friday, October 28, 1898, p. 5: **"DO WE LOSE THE GRAVITY RAILROAD? / EXCITEMENT CAUSED BY AN ORDER ISSUED BY VICE PRESIDENT YOUNG, TODAY. / What the Abolishment of the Road Would Mean to This City—It Would Effect [sic] our Shops and Destroy the Small Towns along the Line—Officials Could Not Be Seen.** / The appended notice (given in the following paragraph) was posted in a conspicuous position at the office of the superintendent of the Delaware & Hudson Canal company this morning:

**"Delaware & Hudson Canal Co. / OFFICE OF THE SECOND VICE PRESIDENT.** /Albany, N. Y., October 28, 1898 / **PUBLIC NOTICE.** / Beginning January 1st, 1899, all passenger, freight and coal trains will discontinue running on the Gravity railroad until further notice. / H. G. YOUNG, /Second Vice President."

"The news spread like wild fire and hundreds of persons soon wended their way to the head of Main Street in order that they might read the notice and be convinced of its authenticity. A LEADER man visited the office for the purpose of learning the exact details from H. G. Young or superintendent C. R. Manville. He was told that both of these gentlemen had gone to Honesdale on the 11:10 a.m. Gravity train and when they returned from that place their destination was direct to the main office in Scranton.

"WILL IT BE PERMANENT? / By this order in the neighborhood of eight hundred men will be thrown out of employment and the deeper one proceeds into the details the more striking appears the situation. The discontinuing of the once prosperous Gravity railroad, should it prove permanent must necessarily cause the abandonment of the Gravity, car and blacksmith shops in this city. These things are not assured as yet, however, and it would be well for all not to borrow trouble prematurely.

"HUNDREDS WILL BE IDLE / For the past few years it has not been a secret that the officials of the road considered it was a losing enterprise. The decrease of orders for coal has been the principal cause and it finally reached the crisis of either abandoning the road or to run it at a loss. Hence the order that was given out today. / The order when it became generally known created considerable consternation among those who had little or no idea of the existing affairs—especially was this noticeable among those who will be especially affected, namely the men who have depended upon the Gravity railroad for a livelihood. In this city fully four hundred men will be laid idle should the worst come true. The effect upon Waymart residents and others along the line will be more severely felt as aside from farming it was the only occupation open to those living in that section. With no connection between Carbondale and those places except by telegraph or wagon it will be extremely serious to them.

"THE OUTPUT. / For the past few years the Delaware & Hudson company have been shipping coal over the gravity to New York and other distributing points to the amount of 600,000 to 4,500,000 tons yearly. By this new order these sales will not be lost but it is altogether probable that other means of transportation will be arranged. Rumor has it that plans have been made to transport coal over the Erie and Wyoming Valley railroad from Scranton, or Jersey's Junction or over the New York, Susquehanna and Western railroad from Minooka or Yatesville. There were rumors that the closing down of the Gravity would be only temporary to allow of widening the tracks for the larger coal cars and the doing away with the present expensive system of transferage. / Of one thing we are assured the amount of anthracite mined in this section will not decrease, but the change will do away with many employees. The gravity cars now in use carry between four and five tons while the cars on the steam road have a capacity of 20,000 pounds. In fact the Pennsylvania company have and are now constructing cars that have a capacity of 100,000 pounds. In view of these facts it is at once apparent that the number of men per tonnage will decrease by a large percentage.



"THE PAY ROLL. / Just how business will be affected in Carbondale can readily be imagined when it is known that the pay roll on the Gravity railroad amounts to a figure between \$15,000 and \$20,000 per month. In addition to that amount are the earnings of those employed in and about the shops. / Regarding the disposition of the car and blacksmith shops nothing definite could be learned. In the opinion of one official in a position to know, the yard now used principally by the Gravity department will be used for repairs, but before this is accomplished wide gauge tracks will be substituted for the narrow gauge now in use.

"HISTORY OF THE ROAD. / The completion of the gravity road of the Delaware & Hudson canal company in the year 1829 first established our communication with the outside world. [The railroad was not intended as a communication system.] The operation of the road was attended with great difficulty, arising from the breaking of the chains used on the inclined planes. In April 1830, tarred ropes were substituted for the chains. Freight was first regularly carried in 1833. [emphasis added by SRP] / The first carload of coal was shipped on October 9, 1829. The first coal was mined at the foot of Davis's plane, now known as No. 28, from the bed of the river by diverting the river from its channel and running a level into the hill. This coal was run out on a wheelbarrow. This was called Inghram's level. / The Delaware & Hudson machine shop was started in a small wooden building near the site of the present building soon after 1831. This was burned in 1845 and replaced by another wooden structure. This was burned in June, 1857, when the present stone building was erected.

"OTHER CHANGES / The D. & H. are also beginning other extensive changes in this city and vicinity. For some time they have been quietly buying up the farming properties northeast of the city near the D. K. Morss homestead. They have secured a good portion of the farms it is said and leased the surface of the major part of them to the lot owners. / They have, however, reserved for themselves the ravine running toward Crystal Lake and it is surmised they may in time run a road in that direction, giving them a new summer resort and also a separate northern outlet. / On the south side a large gang of men have been busy for some days in clearing the tract of land extending from St. Rose cemetery to the Powderly mine. It is a fine hillside location and will be used hereafter as a stock farm replacing the present company farm at Dunmore. The latter has now become very valuable for building lots and the location of the new farm in Carbondale means more to this city than would appear on first thought to the inexperienced in this line." (clipping in Gritman scrapbook from *Carbondale Leader*, Friday, October 28, 1898, p. 5)

#### **6) Three coal leases in Scranton executed by the D&H**

November 30, 1898: Regular meeting of the Board of Directors: "The President reported the execution of the following three Coal Leases, which, upon motion, duly seconded, were approved and confirmed, with (1) Mary A. Dickson and James A. Linen, Executors of the Estate of Thomas Dickson, (2) with J. A. Marvine, and (3) with Mary Fordham Kays. Leases conveying coal, except that contained in "Fourteen Foot Vein," and under adjoining properties in the Thirteenth Ward of the City of Scranton. Royalties for coal from Clark Vein, 40 cents per ton for sizes over Pea, 20

cents for Pea, and 10 cents for Buckwheat. For coal from other veins, 30 cents for sizes over Pea, 15 cents for Pea, and 7 1/2 cents for Buckwheat. Nothing for sizes smaller than Buckwheat, and no minimum rental."

**7) D&H to purchase 1142 gondola coal cars and 400 box cars**

December 1, 1898: Meeting of the Railroad Committee (Hayes, Roosevelt, Tillinghast, Young, and the President): "Several communications with regard to the disposition of the Gravity Railroad were submitted to the Committee, and after they were discussed the consideration of the matter was postponed until a further meeting. / Upon motion, duly seconded, it was decided to recommend to the Executive Committee the purchase of eleven hundred forty-two (1142) Gondola coal cars and four hundred Box cars. / Executive Committee (Roosevelt, Taylor, Orr, and the President) met on December 14, 1898, and endorsed the recommendation of the Railroad Committee, which, in turn, recommended to the Board of Directors that the cars be purchased."

**8) Disposition of Gravity Railroad and negotiations with Erie Railroad**

December 20, 1898: Railroad Committee Meeting: "Continuing the consideration of the disposition of the Gravity Railroad, the Second Vice President presented a report upon that subject, which will be held in abeyance pending the result of negotiations with the Erie Railroad."

**9) D&H applies for authorization to cease, use, and maintain the Canal and dispose of same as may seem judicious**

December 28, 1898: "Upon motion, duly seconded, the following resolution with regard to Canal was unanimously adopted: Resolved that the officers of this Company be, and they hereby are, authorized and directed to apply to the Legislature of the States of New York and Pennsylvania for such legislation as counsel may deem necessary to authorize the Company to cease use and maintain the Canal, and to lease, sell or otherwise dispose of the same as may seem judicious."

**10) D&H president authorized to buy tract of land in Olyphant**

Executive Committee meeting, January 11, 1899: "The President stated that this Company was offered for \$60,000 a tract of land in Olyphant, adjoining that known as the Miles tract, now under lease, containing between 400,000 and 500,000 tons of coal. Upon motion, duly seconded, the President was authorized to purchase this property at not to exceed \$60,000."

**11) D&H president requests permission to dismantle several Gravity planes**

January 25, 1899: "The President alluded to the fact that owing to the change of our Gravity Railroad to broad gauge, and the introduction of locomotives thereon, several of the planes would necessarily be abandoned, and suggested that authority be given for their dismantling. Upon motion, duly seconded, this matter was referred to the Executive Committee with power."

**12) D&H corporate name changed to The Delaware and Hudson Company**

February 23, 1899: "The question of the expense of changing the gauge of the Gravity Road from

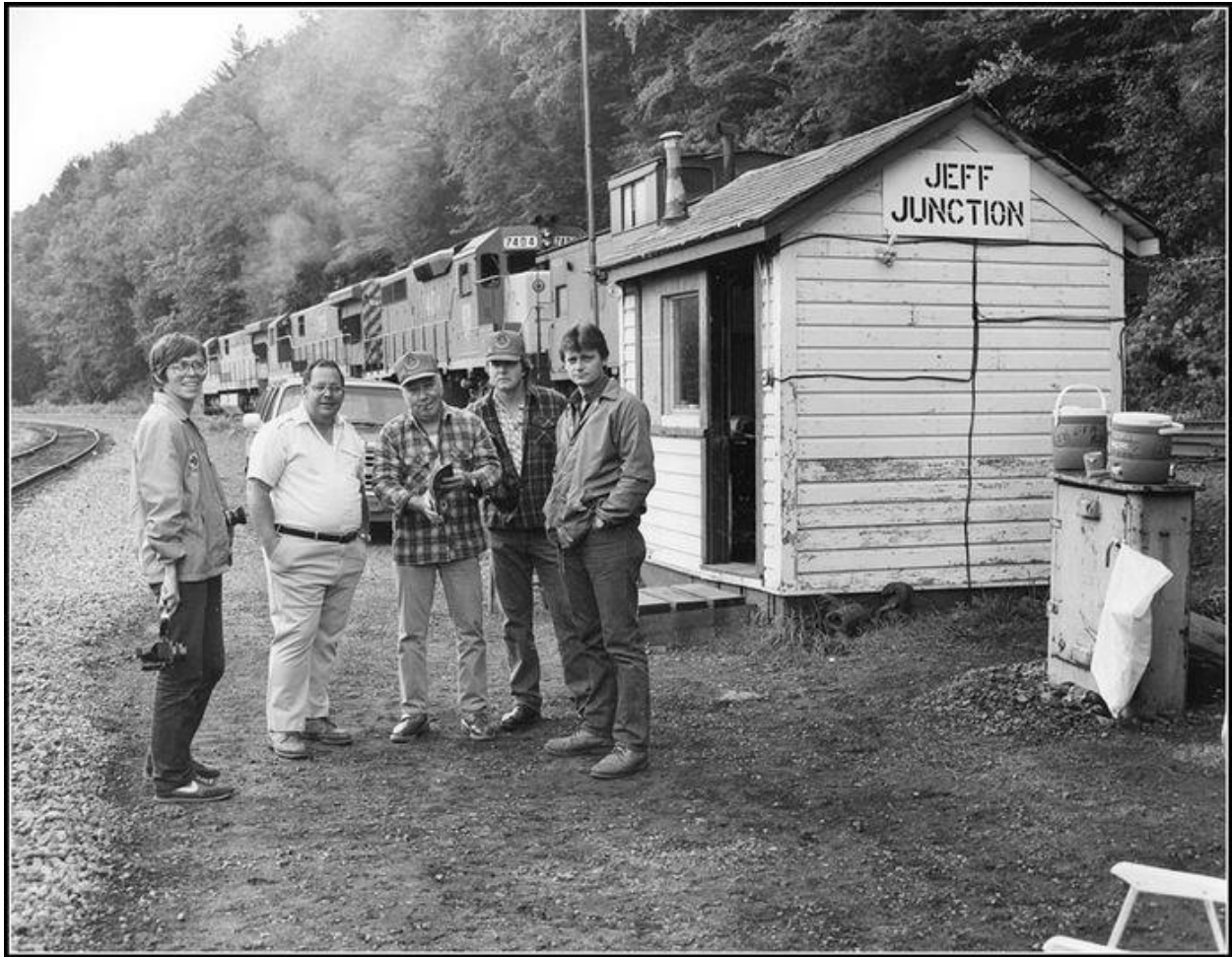
narrow to standard was brought up, and upon motion, duly seconded, was referred to the Railroad Committee with power. / In view of the enabling legislation in progress with reference to the Canal, the following resolution was unanimously adopted: Whereas it has become evident that the Company is able to fulfill its corporate purpose of opening and bringing to market a supply of stone coal which is found in the interior of the state of Pennsylvania more economically by rail over its own and other lines than by its Canal, therefore / Resolved That the company cease to operate its Canal and that the officers be and they hereby are authorized to take action as may be necessary by reason of this resolution. Mr. Willcox said that as we are now seeking legislative authority to cease operating the Canal, the time is opportune to procure from the same source a change in the corporate title of the Company and moved the following resolution, which was seconded and adopted. / Resolved That the officers of this Company be and they hereby are authorized and directed, under the advice of counsel, to take steps to change the corporate title of this Company from *The President, Managers and Company of the Delaware and Hudson Canal Company* to *The Delaware and Hudson Company*."

(To be continued.)

\* \* \* \* \*

92. Jefferson Junction photo posted by Michael Eggleston on *Facebook*, in *Remembering The Delaware & Hudson Railroad* group, September 24, 2023:





“Blast from the past. Richard Jahn, Tom Nemeth, D&H Chief Road Foreman of Engines Bernie O'Brien, Road Foreman Dan Kunkle, Conductor/Trainman Carl Siminski at the Jefferson Junction (JN) PA shanty, Harmony Township east of Lanesboro PA circa 1980s. From my collection, I am unsure who the photographer was. Possibly J.J. Young Jr. or Richard J. Allen Sr?”

Richard Jahn says he believes the photographer was J. J. Young Jr.

Michael Eggleston: “Around that time (1980s). The tunnel through Belden Hill was enlarged in 1985 after the Guilford takeover. From April 1976 on, the D&H had been running their Apollo and Mercury intermodal trains on Conrail (former EL, nee ERIE) to JA interlocking just west of

the Starrucca Bridge at Lanesboro, then utilized the ramp track to JN cabin on the D&H Penn Division for movement to Scranton south. Jefferson Junction had long been an interchange point between the EL and D&H for dimensional loads that could not clear the tunnel. Although there had been towers at JA and JN during the steam days, D&H put a shanty in for train crews to get train orders from the D&H dispatcher.”



93. Photo, September 29, 2023 by S. R. Powell, of the Dickson Mausoleum (decorated for the Fall) in the Dunmore Cemetery:

**The Dunmore Cemetery Tour:** “It looks beautiful in the cemetery! Thank you to Scranton Films, Dunmore Rotary, Carlucci Golden DeSantis, Kim Rosar Bochicchio, Northeast Women's Network.”





94. *D&H Dining Car Menu, May 1900.* Photo (from the New York Public Library: <https://digitalcollections.nypl.org/.../510d47db-4d4b>), posted October 5, 2023, on *Facebook*.

				<h1>Dining Car Service.</h1>	
					
<b>SOUP</b> Puree of Bean					
<b>FISH</b> Boiled Cod, Egg Sauce <i>Duchesse Potatoes</i>					
<b>RELISHES</b>					
<i>Celery</i>		<i>Gherkins</i>		<i>Olives</i> <i>Lettuce</i>	
<b>ENTREES</b> Spaghetti Italienne Dandelion with Bacon      Apple Fritters, Vanilla Sauce					
<b>ROASTS</b> Prime Ribs of Beef, Dish Gravy Turkey, Cranberry Sauce Rib Ends of Beef, Browned Potatoes					
<b>VEGETABLES</b>					
Mashed and Boiled Potatoes Squash		Sugar Corn		Shelled Beans Boiled Rice	
<b>SALADS</b>					
Cold Slaw			Potato		
<b>DESSERT</b> Sago Pudding					
Ice Cream		Assorted Cake		Bent's Crackers      Fruit	
Edam, Roquefort and Club House Cheese					
TEA		<u>May. 1900</u>		COFFEE	
<b>MEALS, \$1.00</b>					
[OVER]					

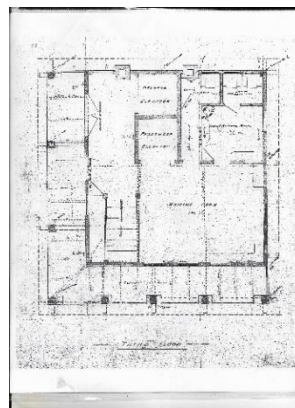
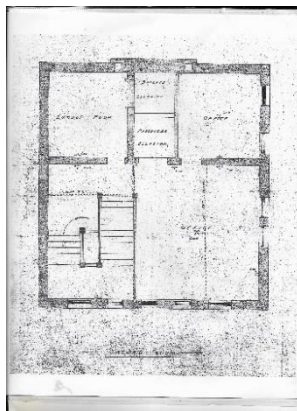


95. *Lackawanna Historical Society Newsletter*, September/October 2023: "History of the D&H, Part III, by Rick Sedlisky:



LHS History Bytes  
September - Octobe

96. O&W passenger station in Carbondale; material from Walt Kierzkowski, October 8, 2023.



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From: christopherjend@gmail.com  
To: waltk6@optonline.net  
Sent: Sunday, October 8, 2023 6:51 PM  
Subject: E. G. W. Dietrich/ O&W Stations

Dear Walt,

Wow! Thank you so much for sharing these drawings! You have made my day/week/month! They are amazing! First, it is incredible to see the layout and function of the station itself, and second to recognize Dietrich's writing and labels- particularly on the elevations. I know he designed the stations between Carbondale and Hancock, NY: Carbondale (as already shared), Forest City, Pleasant Mount, Orson (Belmont), Poyntelle, Winwood (Lakewood), Preston Park, Starlight, and Hancock, NY. The Winwood (Lakewood) and Starlight stations are the only two extant today but since they all were based on the same design, it is wonderful to still have two structures that remain. I have the book "From Scranton to Cadosia: Along the NYO&W RY. CO." by Stephen Marder. In it there are photos of the Peckville and Jermyn stations. I have no reference connecting these two stations to Dietrich, but the style of these twin stations share some architectural elements with his residential work. I am grateful for any other information you can provide. Visiting the O&W archives is certainly top of my list. It is incredible these drawings still exist.

One other project of Dietrich's in your area was Stoney Wolde Farm, the William R. Barr and later Theodore Bailey farm/estate in Harriman. This would have been an amazing one to see when it still existed. It stood on a large parcel with several outbuildings designed by Dietrich as well. It stood approximately at the location of the current Target and Best Buy. Please see the post card photo and map below. Unfortunately, I don't have any drawings of this one.

Chris

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On Oct 9, 2023, at 8:34 AM, waltk6@optonline.net wrote:

I guess I opened Pandora's box with Chris Walt K.

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**E. G. W. Dietrich/ O&W Stations**



**S. Robert Powell <srp18407@gmail.com>**

9:1  
1 A  
M

to waltk6, Dan, Peter

October 9, 2023

Walt:

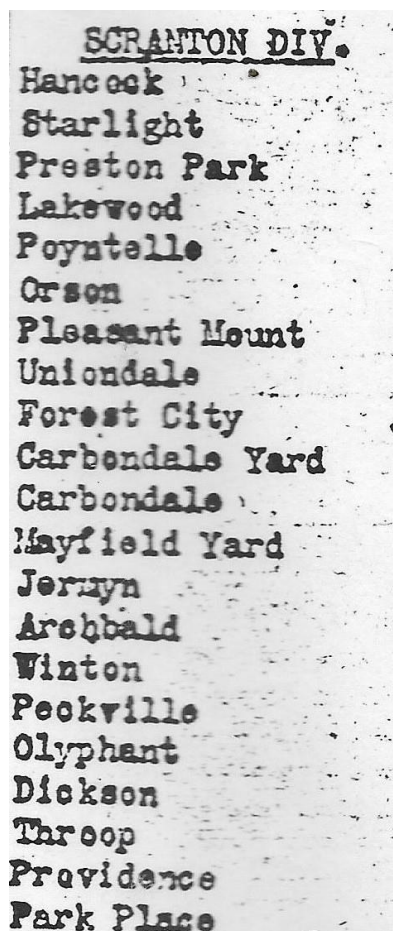
One historian helping another historian, and everybody wins! That's the name of the game.

My plan at present is to attend Chris' presentation on the 21st at the Library in Scranton.

Robert

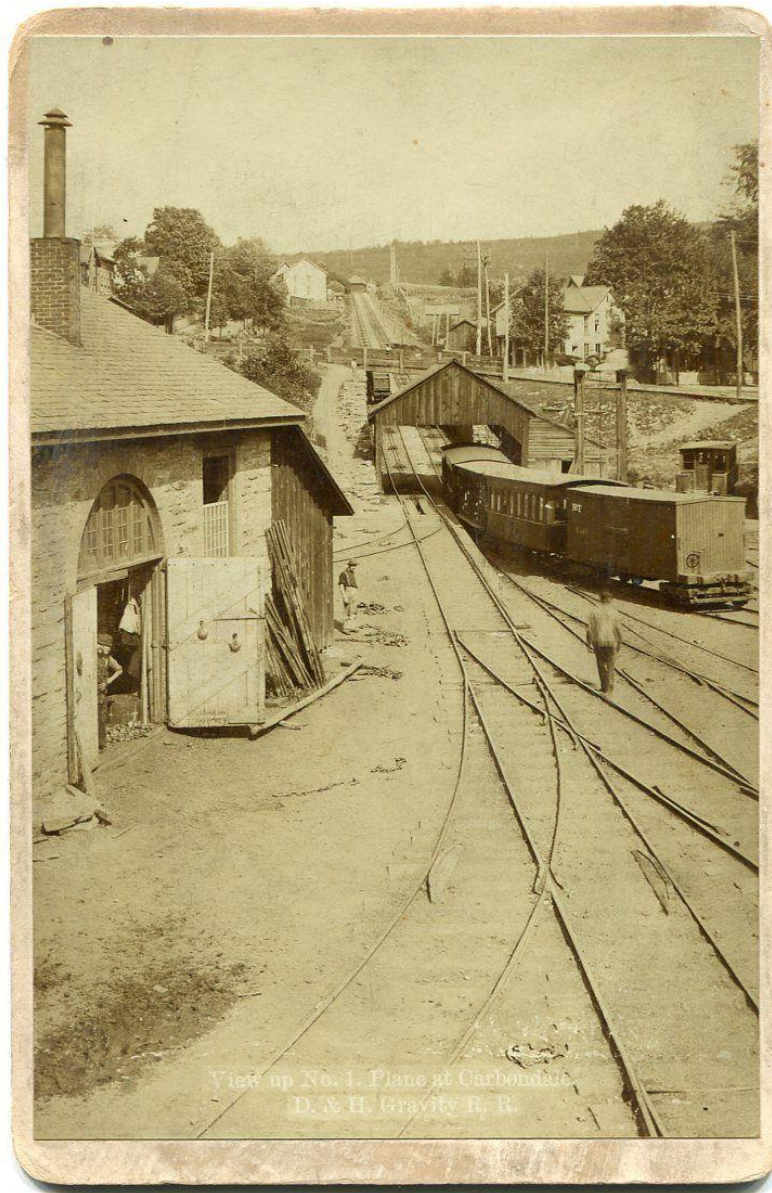
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O&W stations on the Scranton Division:



97. Gravity Railroad Day, October 9, 2023: In the photo, by Hensel, given below, we see Plane No. 1 on the D&H Gravity Railroad. SRP posted this photo on the *Remembering The Delaware & Hudson Railroad* group on Facebook, 85+ "likes" in 24 hours.





**“D&H Gravity Railroad:** On Friday, October 9, 1829 (194 years ago today), the Delaware and Hudson Canal Company's Gravity Railroad from Carbondale to Honesdale opened. The importance of this event and of this railroad in American history can not be overstated. The anthracite coal mined in the Lackawanna and Wyoming Valleys of Pennsylvania and shipped to market over this Gravity Railroad made possible the industrialization of America in the nineteenth century. Shown in this photograph by Ludolph Hensel is Plane No. 1 on the D&H Gravity Railroad. This photograph was taken in the parking area behind the present-day Ben-Mar Restaurant (formerly D&H Division Office).

The stone building shown here at the left of the Gravity tracks was the D&H Blacksmith Shop. From its inception in 1975, the Carbondale Historical Society worked actively for the preservation of the Gravity Shops. In 1979, the Historical Society took the steps necessary to have the entire Gravity Shops area listed in the National Register of Historic Places. Members of the Historical Society then met with representatives of Steamtown National Historic Site, with Congressman Joseph McDade, and with the Pennsylvania Historic Museum Commission and asked for help in purchasing and preserving these important buildings. No assistance was available from any of those sources. Regrettably, a despicable Carbondale philistine purchased the entire Gravity Shops area at that time. On August 25, 1987, during Carbondale's week-long Pioneer Days celebration that year, the philistine in question bulldozed/demolished all of the D&H Gravity Shops buildings. A parking lot now occupies the site.” [Copy of this post, plus photograph, sent to Jim and Barbara Bachorz and to Breezy Bischak on October 9]

98. “Waterpower on the D&H Gravity Railroad” by S. Robert Powell. Article published in the January 2023 issue of the *Bridge Line Historical Society Bulletin*, January 2023, pp. 16-17, 20:

## Waterpower on the D&H Gravity Railroad

By S. Robert Powell, Ph.D.

Water power was used on the inclined planes of the D&H Gravity Railroad in three areas: The light track from Honesdale to Waymart (Planes Nos. 14-17); Planes Nos. 1 and 28 in Carbondale; and Plane No. 21 in Archbald. The waterwheels on all of those planes, with the exception of one of the two wheels on “New Plane No. 28, which was an overshot wheel, were undershot wheels.

When the five inclined planes on the light track from Honesdale to Waymart were opened in 1843, four of them (Nos. 13, 15, 16, 17) had stationary steam engines at the heads of the planes and one of them (No.14) had a water wheel at the foot of the plane. James Archbald's original plan was to have the engines on all five of these planes powered by water wheels, but water rights were either too expensive (Plane No. 13) or could not be obtained (Nos. 15, 16, 17).

James Archbald continued to advocate for waterwheels on Planes 13, 15, 16, and 17, and by 1848, three more of the planes (15, 16, and 17) were powered by waterwheels. A waterwheel was never installed on Plane No. 13 because water rights on that plane, said the D&H, were prohibitively expensive. In the period 1848-1868, the water wheels on Planes 14, 15, 16, and 17 (there were two waterwheels at the foot of Plane No. 17: an upper wheel and a lower wheel) were replaced, one by one, with stationary steam engines. The last of these planes to have its water wheel replaced with a stationary steam engine (built by the Dickson Works in Scranton and operated by Silas Hoyle as Head Engineer and Walter Bryant, Assistant) was No. 14, and that took place in 1868. (The source for our knowledge about the motive power on the planes on the light track from Honesdale to Waymart in the early years of those planes is the February 1847 letter of James Archbald to D&H President John Wurts; also an article in the *Carbondale Advance* of February 8, 1868).

**Where did the water come from to power these planes?** D&H feeder ponds (e.g., White Oak Pond) and streams flowing down from high-lands to low-lands (e.g., the Van Tuyl brook), among many other feeder ponds and brooks near the D&H Gravity Railroad between Waymart and Honesdale. In recent years, most of those feeder ponds, which provided most of the water to power waterwheels at grist mills and saw mills for hundreds of years and which were built by knowledgeable farmers and lumbermen who knew how to build a dam that would last forever, have, regrettably, been drained, and the foundations of the dams blown up by imperfectly educated, selfish, or nefarious urban dwellers who have moved “to the country”. The water from most of those feeder ponds and from small brooks originating on the Moosic Mountain (e.g., the Van Tuyl Brook) flowed into Stanton Pond (later known as Lake Lodore), and from there into the Van Auken Creek, which merges at Prompton with the West Branch of the Lackawaxen River (water from the Prompton Dam), which flows into Honesdale. After passing through Honesdale that same water powered the D&H canal locks from Honesdale to Hawley to the Lackawaxen River to the Delaware River.

In addition to the waterwheels on the light track between Honesdale and Waymart, there were also waterwheels on Planes No. 1 and 28 in downtown Carbondale, and on Plane No. 21 in Archbald.

**Planes Nos. 1 and 28 in downtown Carbondale:** The question of waterwheels and waterpower on the Gravity Railroad in downtown Carbondale was raised initially in 1902 when, following the close of the Gravity Railroad and the removal, by the D&H bridge builders, of the “highworks” (Level No. 28 between the head of Plane No. 28 and the foot of Plane No. 1), workers discovered, as they were removing the abutments which supported those highworks and formed a wall for the embankment of culm, a giant waterwheel, made of oak and pine, that had been buried on the site where the D&H coal pockets at the foot of Salem Avenue would at that time be erected.

The discovery of this buried water wheel resulted in eight articles in Carbondale newspapers about the buried water wheel. (The complete texts of all of those articles are in the Gritman collection in the archives of the Carbondale Historical Society.) As a result of those eight articles, many “street-corner experts” came forward with various explanations about the buried water wheel. At the same time, fortunately, and authentic expert, William Johnson, Sr., who began working for the D&H in 1844 and who helped erect the buried waterwheel in question, came forward (*Carbondale Leader*, February 8, 1902, “A BUILDER SPEAKS ABOUT THE WHEELS...”) We have read those eight articles, and here is what we have learned:

**Waterwheel on Plane No. 1:** When the Gravity Railroad opened in 1829, there was a large upright stationary steam engine at the head of Plane No. 1. In 1845 that upright engine was replaced by a pair of horizontal engines and a fifty-foot water wheel, which was operated by Eulis Campbell. This wheel was used only in the spring and fall of the year when there was an abundant supply of water available to power the wheel. This water was taken from the former Durfee saw mill pond on Canaan Street.



When the water wheel at the head of Plane No. 1 was no longer used, part of that wheel was used to make a book case that was owned by J. J. Alexander, in 1902. About the bookcase, J. J. Alexander reported: "It is made of good heavy oak and I think a great deal of it now. When Charles Wurts was going to leave town, I thought perhaps he might not want to take the case along, it was so heavy. That was about 1866, I had quite a number of books on hand and I asked Gus Wurts to go to his uncle and see if he couldn't get the bookcase. He succeeded in doing so for \$25, which I gladly gave, and the bookcase has been in my possession since." (That book case is now owned by the Mitchell Hose Company, Carbondale.)

**Waterwheels on Plane No. 28: "Old Plane No. 28 (1845/46-1853):** When the Gravity Railroad opened in 1829, Plane No. 28 did not exist. It was established in 1845/1846, and was powered by a waterwheel with water from the Carbondale Canal. The water for the Carbondale Canal came from two sources: the Lackawanna River and the Fall Brook. The raceway from the Lackawanna River went under the Van Bergen building, Dundaff Street, and then into the Carbondale Canal. The raceway from the Fall Brook ran from a dam just below the Fallbrook Falls and flowed west of present-day Fallbrook Street and then through Carbondale's West Side before it descended to the valley floor and entered, ultimately, the Carbondale Canal. Once under the D&H steam-line tracks, the Carbondale Canal flowed, generally, north-south through downtown Carbondale. In so doing it passed twice under the loaded track of the Gravity Railroad, twice under the D&H steam line tracks, and once under Eighth Avenue, before re-entering the Lackawanna River, in three different locations, in South Carbondale. Old Plane No. 28 served up to 1853, when New Plane No. 28 was built.

**"New Plane No. 28 (1853-1859):** There were three waterwheels here: one in the period 1846-1853, and two (an overshot wheel, fifteen feet in diameter and ten feet abreast, and a second wheel, slightly smaller and geared to the other wheel) in the period 1853-1859. It was near "New Plane No. 28" that the coal pockets were later built, and where the buried waterwheel and wheelpit were found in 1902.

These water-powered planes on "old" and "new" Plane No 28 were used to transport coal to the foot of Plane No. 1 from (1) the newly opened mines in the Carbondale area (the Powderly mine, beginning in 1845; the Fall Brook mines, beginning in 1846), and (2) the mines in Archbald, the coal from which was now being shipped to Carbondale over the newly-established level from the top of the hill at Archbald to Plane No. 28 area in Carbondale.

**Waterwheel on Plane No. 21:** The third area of the Gravity Railroad where water power was used was in downtown Archbald, on Plane No. 21.

Plane No. 21, also known as C Plane, was the first of the south-bound planes between Archbald and Olyphant. When this plane was installed in 1859, the motive power on the plane was a waterwheel that was powered by a canal running from White Oak Run parallel to the Lackawanna River. In an article on the Gravity Railroad in Archbald that was published in the *Carbondale*

*News* of January 10, 2001 (p. 7) we read: "The waterwheel at C Plane was powered by a canal which connected White Oak Creek to the Lackawanna River at a point where the river bends at the base of C Bush [Plane No. 21]."

In 1865, this waterwheel at the foot of Plane No. 21 was replaced with a stationary steam engine at the head of the plane. At that time, the Canal was filled with earth, stone, and cinders. Later in the nineteenth century, tracks of the New York, Ontario and Western Railway were laid on the former D&H Canal basin in downtown Archbald.

Over the years, various persons with an interest in the D&H Gravity Railroad have made incorrect statements about the *terminus post quem* (beginning date) and the *terminus ante quem* (the closing date) of the use of water power on the D&H Gravity Railroad. The final word on the question of the final date is given in brief notice that was published in the *Carbondale Advance* of Saturday, February 8, 1868, p. 3, as follows: "The Del. & Hud. Canal Co. have just put a stationary steam engine in at Plane No. 14, on their railroad, in place of the old water power. The engine was built at the Dickson Works, Scranton, and has been placed in charge of Silas Hoyle as Head Engineer and Walter Bryant, Assistant. The company now work the cars on all their planes by steam power.—*Herald*" (*Carbondale Advance*, Saturday, February 8, 1868, p. 3.)

Summary statement on the question of waterwheels on D&H Gravity Railroad: In the period 1845-1868, Planes 1, 14, 15, 16, 17, 21, and 28, at various periods, as we have described above, were powered by waterwheels.

\* \* \* \* \*

99. "D&H Involvement in the Communities Served by the D&H," posted by SRP in *Remembering The Delaware & Hudson Railroad* group on Facebook, on October 15, 2023:



**D&H Involvement in Communities Served by the D&H: Oneonta YMCA:** January 29, 1895 meeting of the Board of Directors of the D&HCCo.: "The President [Robert M. Olyphant] stated

that the young Men's Christian Association of Oneonta, New York, which includes in its membership 400 of our employees, is about to raise funds for the erection of its own building upon a plot of ground valued at \$5,000, which has been provided by Mr. George I. Wilbur of that place, one of our largest stockholders. / On motion, duly seconded, a contribution of \$2,500 from the Company [the D&H], toward the erection of such a building, was authorized from the fund provided by the stock holders for such purposes."

**Doug Kendall:** "Though the Y is now on Ford Ave (Broad St having been razed during Urban Renewal) and goes by Oneonta Family YMCA, its legal name remains the "Railroad & Local Young Men's Christian Association of Oneonta."

**Rus Kusnezov:** "Was this building still standing in the latter 60's? What street was it on?"

**Doug Kendall:** "Though that was long before I lived in Oneonta, I believe most of the buildings on Broad St were not demolished until the mid to late 1970s. The location would have been somewhere in what's now the parking lot of the Marx Hotel, I think. The Y's current building on Ford Ave opened in 1965, but I don't know whether the old building survived into the 70s or not."

Even 130 years ago, nobody could spell George I. Wilber's name right...even when he was "one of our largest stockholders"...lol" [Note by SRP: Spelling error in the D&H corporate minutes. Thanks for the correction.]

**S. Robert Powell:** "Railroad & Local Young Men's Christian Association of Oneonta: In 1872, the first Railroad YMCA in the United States was organized in Cleveland as a partnership between the YMCA and railroad companies. In the following year, Railroad YMCAs were established in Chicago and Erie. In 1875, one was established in Grand Central Station in New York City; in 1876, another was established in Altoona, Pennsylvania. Railroad YMCAs, which provided wholesome overnight lodging, lounges, recreational amenities, restaurants, and meeting space for railroad employees, quickly became a regular and well-known feature of towns and cities all across America. In Carbondale, PA (served by the D&H, the Erie, and the NYO&W) there was a Railroad YMCA (the building still stands and has been incorporated into a deluxe, state of the art, 21<sup>st</sup> century YMCA). Financial support for these Railroad YMCAs was provided by the railroads and by local and nationally known, well-heeled individuals such as Cornelius Vanderbilt, John Wanamaker, and, in Oneonta, NY, by George I. Wilber (1845-1922), president of the Wilber National Bank of Oneonta and a Director of the Delaware and Hudson Railroad."

100. Gravity Railroad Plane No. 14: Historic Preservation Award presented to Scott and Paula Bennett, Bear Swamp Road, October 21, 2023, by the Wayne County Historical Society:





101. *Delaware and Hudson Minutes, Part 4*: Article by S. Robert Powell, published in the December 2023 issue of the *Bridge Line Historical Society Bulletin*, pp. 30-32:

***Delaware and Hudson Canal Company  
Excerpts from the Minutes of the Board of Directors Meetings  
February 23, 1899--January 31, 1900***

By S. Robert Powell, Ph.D.

Having read Delaware and Hudson Canal Company Minutes of Board of Directors Meetings (also meetings of subordinate committees of the Board of Directors and meetings of the D&H Stockholders), February 23, 1899--January 31, 1900 (meetings held in the Office of the Delaware & Hudson Canal Company, New York City), we have selected therefrom, for presentation here, data and facts that are important in the history of the Delaware and Hudson Railroad which are not generally known about the D&H or which are not reported in public or private documents or archives.

**1) New Saratoga Station to Be Built**

February 23 1899 meeting of the Railroad Committee (Mr. Hayes, Chairman, Messrs. Roosevelt, Tillinghast, Young and the President): "Regarding the matter of the Saratoga Station [destroyed by a fire], referred to this Committee with power by the Board at its meeting today, the following resolution was unanimously adopted: Resolved, That the plan of the location of the new station and rearrangement of the tracks, presented by Mr. Young, be and the same is hereby approved, and the officers of the Company are authorized to take the necessary steps to carry it out, and to erect a new station at an expense not to exceed one hundred thousand dollars (\$100,000)."

**2) D&H Will Help Miner's Widow Pay for Her House**

March 8, 1899: Special Meeting of the Board: "The President stated that a miner in our employ was accidentally killed while at work. He had purchased a house for \$700 upon which \$300 was still due. Friends of the widow were trying to raise that amount, and had appealed to the Company for a subscription. Upon motion, duly seconded, the matter was referred to the President with power, any amount contributed to be charged to the account set apart for such purposes by the stockholders."

**3) Appropriation of \$2,500 to Family of R. H. Brown**

March 29, 1899 meeting of the Board: "The President informed the Board of the death of Mr. R. H. Brown, Chief Engineer of the Company, and stated the action of the stockholders with regard to gratitude in cases of service of employees for a period of ten years or over, and that Mr. Brown's salary was \$5,000 per annum. Upon motion, duly seconded, an appropriation of \$2,500 was made for the family of Mr. Brown."

**4) Scranton Paymaster, H. F. Atherton, Dies and Is Succeeded by His Son, John**

April 12, 1899: Meeting of the Executive Committee (Mr. Roosevelt, chairman; Messrs. Tillinghast, Orr, and the President): "The President informed the Committee of the death, on the 3<sup>rd</sup> inst. of Mr. H. F. Atherton, for 30 years Paymaster at Scranton. Upon motion, duly seconded, and in accordance with the authority conferred by the Stockholders on the Board in such matters, the Committee voted to recommend an appropriation of \$2,000 to be paid to Mr. Atherton's family. It also voted to recommend the appointment of his son, Mr. John R. Atherton, as his successor at the same salary."

**5) Thirty Tons of Coal for Wilkes-Barre YMCA**

April 12, 1899: Meeting of the Executive Committee: "The President presented a request from the Young Men's Christian Association of Wilkes-Barre, Pennsylvania, for a renewal this year of the contribution of 30 tons of coal, which upon motion, duly seconded, was approved and recommended to the Board for adoption."

**6) Tribute to Paymaster H. F. Atherton**

April 26, 1899, Regular Board of Directors meeting: "The minutes of the Executive Committee meeting on April 12 were read and approved, and its recommendations with regard to the payment of \$2,000 to the family of the late Mr. H. F. Atherton and the appointment of Mr. J. R. Atherton as paymaster at Scranton, and contribution of coal to Wilkes-Barre YMCA were approved and adopted. / With regard to the death of Mr. H. F. Atherton, referred to in the minutes of the Executive Committee, the following minute and resolution was unanimously adopted: The Board has learned with great regret of the death on April 3, 1899, of Mr. H. F. Atherton, whose connection with the Company began on March 24, 1864, and who for more than thirty years has occupied the responsible position of paymaster of this Company's Pennsylvania Department. / So long a career of faithful and efficient service, during which large sums of money were disbursed with unflinching accuracy, calls for special recognition. The Board, therefore, desires to place on record its high appreciation of his many estimable qualities as a man, and to testify to the great value of his services to this Company. It also extends to the members of Mr. Atherton's family the assurance of its sincere sympathy in this time of sorrow and bereavement. / Resolved that this minute be entered on the Company's record and a copy sent to Mr. Atherton's family."

**7) D&H Managers Authorized to Lease or Sell the D& H Canal; New Corporate Seal Created**

May 31, 1899: "Upon motion, duly seconded, the following resolutions were unanimously adopted: Whereas, at a meeting of the Board held upon February 23, 1899, a resolution was adopted stating that it has become evident that the Company is able to fulfill its corporate purpose of opening and bringing to market a supply of stone coal which is found in the interior of the state of Pennsylvania more economically by rail over its own lines or other lines than by the Canal, and providing that the Company cease to operate its Canal: / And whereas, By act of the legislature of the state of New York thereafter passed, it was provided that it shall be lawful for the Company,

and it is hereby authorized and empowered by vote of the Managers, to lease, sell or discontinue the use or maintain said Canal, or any parts thereof which, in their judgment, are no longer necessary for said purpose, therefore / Resolved, That it be referred to the President and the Railroad Committee, with power to make such arrangements, contracts or agreements as they may deem expedient, for the lease or sale of said Canal or any parts thereof and the property connected therewith.

"The recent change in the Company's corporate title rendering it desirable that a new seal should be adopted, upon motion, duly seconded, the following resolution was unanimously adopted. / Resolved, That the use of the present seal of the Company shall be discontinued as soon as the following described seal, which is hereby adopted as the seal of the Company, can be obtained: the words *The Delaware and Hudson Company* encircling a facsimile of the *Stourbridge Lion*."

#### **8) Cornell Steamboat Company and NYO&W Interested in Buying the D&H Canal**

June 6, 1899: Railroad Committee meeting (Mr. Hayes, Chairman; Messrs. Young, Willcox, and the President): "In pursuance of the power conferred upon the Committee at the last meeting of the Board, authorizing it to make arrangements etc. for the lease or sale of the Canal or any parts thereof, the Committee met to consider a proposition from Mr. S. D. Coykendall, President of the Cornell Steamboat Co., to pay \$10,000 for the Canal between Honesdale and Rondout, including all its franchises, rights, privileges, etc., and to assume all legal obligations imposed on the Company by virtue of Chapter 469 of the Laws of 1899 of the State of New York. Inasmuch as these obligations, together with the taxes on the property, approximate an outlay of \$90,000.00, the offer was considered the equivalent of about \$100,000.00. / Mr. Willcox and Mr. Hayes each said that he had been approached by an officer of the New York, Ontario and Western Railway Company, requesting an opportunity to bid upon the Canal in the event of its disposal, and, upon motion, duly recorded, the Committee adjourned to Tuesday, 13<sup>th</sup> inst., with the understanding that Mr. Willcox would, in the meantime, communicate with the Ontario and Western."

#### **9) D&H Canal Sold to Cornell Steamboat Company**

June 13, 1899: Railroad Committee (meeting adjourned from June 6<sup>th</sup>): Mr. Willcox submitted correspondence between himself and Mr. John B. Kerr, Vice President and General Counsel of the New York, Ontario and Western Railway Co., relative to the disposition of the Canal, on which Mr. Kerr stated that at the present time his Company did not desire to acquire any of the property. / Mr. Hayes stated that he had verbally informed the executive officers of the Pennsylvania Coal Co. of the situation, who replied that their Company was not interested in the matter. / The President stated that he had spoken to the Erie Railroad with the same effect. / Upon motion, duly seconded, the following resolution was unanimously adopted:

"Resolved, That the proposition of Mr. S. D. Coykendall, President of the Cornell Steamboat Company, to pay ten thousand (\$10,000) dollars for the Canal between Honesdale and Rondout, including all its franchises, rights, privileges, etc., and to assume all legal obligations imposed on the Company by virtue of Chapter 469 of the Laws of 1899 of the State of New York, be accepted, and that the transfer of the property be made under the direction of the General Counsel of the Company."

**10) D&H Canal Superintendent, L. O. Rose, Retires, with Pension**

June 28, 1899: "The President stated that owing to the disposal of the Canal, Mr. L. O. Rose, Superintendent thereof, and in the employ of the Company between thirty-five and forty years, was rendered supernumerary, and recommended his retirement with a pension of \$150 per month: and upon motion, duly seconded, it was ordered to take effect from July 1<sup>st</sup>."

**11) R. C. Blackall Named Consulting Mechanical Engineer**

September 27, 1899: "The President further said that R. C. Blackall, our Superintendent of Machinery, was becoming infirm on account of advanced age, and that some provision should be made to relieve him from the onerous duties of his position. He alluded to the cordial relation which had always existed between him and all of his subordinates, the high opinion which his views commanded in his profession, and the great value which his services had been to this Company, through the very many years of his connection with it. Mr. Young suggested his appointment as Consulting Mechanical Engineer, with a salary of \$200 per month, to take effect from October 1<sup>st</sup>, which upon motion, duly seconded, was unanimously adopted."

**12) Rondout Property for Sale at \$150,000**

October 25, 1899: "The president stated that offers have been made for the Rondout property, which, although much less than its value, he thought might be increased to an amount that would make its disposal advantageous, considering the fact there appears to be no future for it in the hands of this Company, since the sale of the Canal, and that it is a source of expense for taxes. He suggested \$150,000 as a minimum price at which to sell. Upon motion, duly seconded, he was authorized to dispose of it for not less than that amount."

**13) D&H President Authorized to Donate Up to \$2,000 to Building Fund for Binghamton YMCA**

October 25, 1899: "Mr. Willcox presented a request from the Railroad Department, Young Men's Christian Association of Binghamton, for an appropriation toward a building to be erected at that place, at a cost of \$7,000, upon ground secured for that purpose, and moved that the matter be referred to the President, with power to contribute a sum not exceeding \$2,000, provided that the other roads entering at that point each contribute its share. The motion was seconded and carried."



**14) Pullman's Palace Car Company to Assume All Obligations to D&H by New York Central Sleeping Car Company**

November 29, 1899: "Upon motion, duly seconded, the following resolution was unanimously adopted: "Whereas the New York Central Sleeping Car Company has requested this Company to assent to an assignment to Pullman's Palace Car Company of its contract, which expires February 1, 1901, for the running of sleeping cars and drawing room cars on this Company's railroads and leased lines, and Pullman Car Company has offered to assume all obligations of the New York Central Sleeping Car Company thereunder: / Resolved, That the Company assents to such assignment, and the president is authorized to execute and deliver an agreement to that effect, in form approved by the General Counsel."

**15) Coal Mined and Shipped and Net Earnings for 1899; Honesdale Branch to Open on or before February 1, 1900**

January 31, 1900: "The President presented the following on the proposed text for the Annual Report of the managers for 1899, which upon motion, duly seconded, was approved and adopted:

"The result of the business of the Company for the year 1899 shows net profits amounting to \$2,990,846.24. The total output of coal for the year 47,665,203.11 tons, of which your Company produced 4,183,314.12 and transported for others 2,246,735.16. Net earnings \$2,990,846.24.

"Your managers are pleased to state that it has proved greatly to your interest to cease operating the Canal, and the enhanced earnings are due to a great extent to such action. The change in the Gravity Road [roadbed modifications and additions, and change from Gravity gauge to standard gauge] has been carried on, and it will be ready for operation as a standard gauge road on or before the first of February. Such changes will doubtless tend to decrease the cost of bringing coal to tidewater."

**16) Expenditures Authorized by Railroad Committee for 1900**

January 31, 1900; Railroad Committee (Messrs. Hayes, Chairman; Roosevelt, Tillinghast, Young, and the President): "The Committee took up the consideration of the budget referenced to by the Managers today. After due consideration, the following items of estimated expenditure were authorized, the same to be charged to 'Construction Leased Lines':

**Pennsylvania Division:** New interlocking at Lookout Junction, Carbondale, \$2,500.

**Susquehanna Division:** Enlargement of terminal facilities on Van Rensselaer Island, South Albany, including construction of new slip to accommodate vessels of deep draft, including tracks connecting therewith, \$69,100. / Reducing excessive curvature on S&D Branch in vicinity of Duanesburg station, \$16,500. / Engine coaling trestle and cinder pit at Binghamton, \$20,000. / New passenger station, Cobleskill, \$7,500.

**Saratoga Division:** New passenger stations: Ballston (\$12,000), Fort Edward (\$9,500), Cambridge (\$8,000), Saratoga (\$50,000); Interlocking plant at Waterford Junction (\$5,000); Interlocking plant at High Street, Ballston (\$4,200)."

(To be continued.)

102. Article by S. Robert Powell published in the December 2023 issue of the *Bridge Line Historical Society Bulletin*, pp. 15-16, 18:

## **Harmony and Disharmony in the Anthracite Coal Fields, 1872-1876**

By S. Robert Powell, Ph.D.

With the strike of 1870-1871 over, coal shipments to Honesdale were resumed in early June 1871. Coal tonnage amounts, however, were down almost 1,000,000 tons from the production amounts for the previous year.

**Knights of Labor:** As early as 1871, the Knights of Labor, founded by Uriah Stephens on December 28, 1869, was active in the anthracite fields of northeastern Pennsylvania. The KOL, the first mass organization of the white working class of the United States, was organized in Philadelphia as a secret organization. In 1878, it went public. Under the leadership of Terence Powderly, a machinist by trade, the KOL accepted members of the 'producing classes' regardless of occupation, nationality, race, religion, or sex. Explicitly barred from membership were bankers, stockbrokers, lawyers, liquor dealers, and gamblers.

The Knights of Labor promoted the social and cultural uplift of the worker, and demanded, if you please, the eight-hour day. The members of the KOL were largely Irish. The English, Welsh, and German miners did not want to belong to the same union as the Irish. Maintaining and celebrating one's ethnic identity was a major concern, then as now, in the anthracite coal fields of northeastern Pennsylvania. But there was a job to be done, and there were managers and there were laborers, and there was a commodity to be mined and shipped to market, and working effectively (in harmony) with others, regardless of their nationality, was mandatory.

**The Work Environment:** During June, July, and August 1872, the Cold Brook mines in Carbondale were idle. (Language note: In later years, these "Cold" Brook mines were popularly—and erroneously--called "Coal" Brook mines; a "Coal" Brook Breaker was also constructed in the Carbondale yard.) In June 1872, in addition, the Lackawanna Breaker was also not working. As such, nearly one half of the miners in Carbondale, as well as many outside hands, were out of employment. Work at one of the Olyphant shafts was also suspended. In early November 1872, it was reported in the *Carbondale Leader* that the D&H had orders for two months ahead. On account of not having a sufficient number of cars and locomotives, the D&H was unable to fill their orders

as fast as they came. A large number of the men and boys, who were out of employment in the mines, found work in other places and on the farms for miles around, where they got fair wages for their work. The mechanics were not forced to lie idle at that time, and the Gravity road ran as usual to convey coal from mines down the valley to Honesdale.

Volatile economic conditions prevailed as well following the American Civil War. An economic surge set off a wave of speculation the likes of which America had never seen. The government was corrupt, and fraudulent business dealings were commonplace. Americans fell deeper into debt, as more and more capital was transferred from production to speculation.

**Panic of 1873:** On September 17, 1873, the banking house of Jay Cooke collapsed, and the New York Stock Exchange closed its doors for ten days. The United States slid into a depression. Five thousand commercial houses failed in 1873; 5,830 in 1874; 7,740 in 1875; 9,092 in 1876; almost 9,000 in 1877; and 10,478 in 1878. Factories closed and thousands lost their jobs. Nearly three hundred of approximately seven hundred iron and steel plants in America closed down. Of the country's 364 railroads, 89 went into the hands of receivers and the building of new mileage was largely suspended, throwing a half million laborers out of work. Working conditions and wages for anthracite miners worsened.

Beginning in July 1873, it was announced in the *Carbondale Leader* of June 28, 1873, that all the mines throughout the valley would be worked on three-quarter time. In addition, shipments of coal by the D&H and the DL&W, among others, would be reduced by one-fourth. On Monday, July 14, 1873, the miners employed by the D. & H. C. Co. at their mines in the vicinity of Carbondale were paid their monthly wages. In October 1873, the D&H discharged more than 30 men who worked in the Gravity shops and reduced the wages of those retained by ten percent. In mid-October 1873, as well, a number of men who worked on the Gravity Railroad were also discharged. By early November 1873, the D&H was working three-quarter time at some points in their operations.

**The Lease Question: 1873-1874:** In December 1873, the D&H asked the miners and others working for the Company to sign leases to the D&H-owned lots on which their houses were standing and which many of them had occupied for years. If they did not do so, said the D&H, they could not work for the D&H any longer. After some back and forth on the question—and thanks, in a large measure, to the enlightened managerial style of Thomas Dickson—the lease problem, to the complete satisfaction of all concerned, was solved, and harmony restored in the coal fields. On Monday, January 12, the miners, some of whom had signed leases, began going to work again. See our article on this question (“The Lease Question, 1873-1874”, *BLHS Bulletin*, February 2023, pp. 15-18).

**Entangling Alliances:** As we look at the working relationship between D&H management and D&H employees in post-Civil War America, it is important to keep in mind that the majority of

these employer/employee actions were prompted by economic hard times in general and as a response to the laws of supply and demand. At the same time, the relationship between D&H and its vast network of employees remained positive, with both groups knowing that in the production/marketing enterprise in which they were both players, both management and labor had to win.

The autonomy of the D&H—and the carefully established on-the-job harmony in the coal fields among the multitude of managers and laborers—were both compromised when, in post-Civil War America, the D&H lost its autonomy and was drawn into alliances with the other primary coal corporations in the anthracite coal fields.

In 1874, with a strike impending of the miners throughout the anthracite coal fields, representatives from the principal coal corporations in northeastern Pennsylvania met in the office of the Delaware and Hudson Canal Company in New York on January 7, 1874, to discuss tonnage allotments.

**Molly Maguire Violence: 1873-1874:** Harmony/law and order in the anthracite coal fields were also compromised by the appearance on the scene of a highly toxic group of persons who were known as the Molly Maguires. On July 31, 1874, in Jermyn, PA, Mine Foreman Alfred L. Green was accosted by three armed men as he was returning from the barn where the mules were housed, to his residence. One of the three desperadoes was shot dead by men who came to Green's rescue. The local media described this act of violence as "A Molly Maguire Outrage." In the following month, on August 13, 1874, another Molly Maguire outrage took place, when two supporters of a priest opposed to the Molly Maguires were killed by unknown assailants. (We will focus on the Molly Maguires in our article in the January *BLHS Bulletin*. Suffice it to say here that the presence and actions of this radical Irish group in the coal fields of northeastern Pennsylvania resulted in a terrifying reign of terror/extreme dis-harmony for more than three decades.)

**Work as Usual, the Rhythm of Supply and Demand:** In mid-February 1874, a full force of miners and laborers in the Carbondale area were working three-quarter time in the D&H mines. On February 26, 1874, the men in the D&H shops in Carbondale began working full time once again (after two months of three-quarter time). On March 2, 1874, full time was resumed in all of the D&H C. Co.'s mines in Carbondale, and the Lackawanna Breaker in the Carbondale yard was again preparing a thousand tons of coal daily.

On June 30, 1874, twenty men who worked in the D&H car shop in Carbondale were discharged by Thomas Orchard, foreman of the D&H car shop. In mid-June 1874, the D&H reduced by 10 percent the wages of machinists and other men in the D&H shops. Two thirds of the miners in Carbondale were out of employment during July and August 1874. The Lackawanna Breaker, at which 28,800 tons of coal were prepared for market during May 1874, was also closed down for the same period.



The volume of coal mined by the D&H in 1874 was significantly smaller than in 1873: as of July 1874, there was a falling off of 191,316 tons for the season. During July 1874, coal shipments to Honesdale over the Gravity Railroad were reduced from over 7,000 tons to 3,000 tons per day. All of the Gravity employees who were discharged on July 1, 1874, were re-hired on September 1, and Gravity shipments of coal were then increased by two or three thousand tons per day. Nearly all of the mines in the Lackawanna Valley were again in operation by the first of September 1874.

With the resumption of mining generally, a revival of trade was anticipated in the commercial operations in downtown Carbondale. All D&H Canal employees were also now back to work, as of September 1, 1874, and the canal was running to its fullest capacity. On November 1, 1874, the hours of the machinists and other employees in the Gravity shops were again cut, outside labor reduced to \$1 per day, and about three-fourths work in the mines. Hard times were again prevalent.

**Workmen's Benevolent Association:** Many of the miners in the anthracite coal fields, including many who worked for the D&H, were now members of the WBA. The harmonious and vital interaction between D&H managers and those who worked for "the Company" from 1823 on was now compromised and polluted by forces that would dominate the D&H industrial playing field for the following one hundred years.

**The Long Strike of 1875: Winter/Spring 1874-1875:** In 1874, late in the year, the wages of the contract miners were reduced by 20 percent, with 10 percent cuts for the laborers. The WBA struck, and in December 1874, the miners began what was known as "the long strike," which lasted over 5 months. In the *Carbondale Leader* of January 9, 1875, we read the following about this strike, in which the miners in the employ of the D. & H. C. Co. in the Carbondale area did not participate. "The recent reduction of ten percent in the wages of the miners will be likely to cause a great deal of idleness in certain sections of the coal regions. It is reported that the miners in the employ of the D. & H. C. Co. in this vicinity will continue at work on the reduced wages, although there are some who object to doing so [emphasis added]. Inasmuch as the companies have fixed the rates for 1875, and as they will of course adhere to these rates, it is thought that the miners in the Lackawanna region will not undertake to strike. "

In mid-February 1875, while miners elsewhere in the coal region were on strike, the Delaware & Hudson Canal Co. gave orders to have their miners again work on "full time." In the *Carbondale Advance* of February 20, 1875, we read: "**Glorious News.** / We have the gratifying intelligence that the Delaware & Hudson Canal Co. have given orders to have their miners again work on 'full time.' This will make a big difference in their wages, and is extremely gratifying to the men and all concerned." (*Carbondale Advance*, February 20, 1875, p. 3)

In early March the coal trade was very vigorous, with the men on the Gravity Railroad working until 9 or 10 o'clock P. M., and the Jefferson Branch and the Valley Road also carrying large quantities of coal. The sixty D&H engineers, firemen and pumpmen at the mines who struck work

at Providence, Olyphant and Carbondale on March 17, 1875, went back to work on March 23, at the old rate of wages. The "Long Strike" was over by July 1, 1875. The miners and laborers' Workingmen's Benevolent Association collapsed along with the strike. The collapse of the WBA in 1875 was followed by a crackdown on the terrorist group known as the Molly Maquires.

On October 2, 1875, it was announced in the *Carbondale Advance* that operations would be suspended on the Gravity Railroad for two weeks on account of the lack of room for storage at Honesdale and the dullness of the coal market. On November 1, 1875, the working hours of the men employed in the D. & H. C. Co.'s shops in Carbondale were reduced to eight hours, 7:30 A.M. to 4:30 P.M. In early January 1876, the Gravity Railroad was running at a little more than half-time, with work ending about three o'clock in the afternoon.

**Five-week Suspension: February 7—March 13, 1876:** It was reported in the *Carbondale Leader* of January 22, 1876, that the directors of the D&H had resolved to suspend work in all their mines for five weeks, commencing February 7. During the five-week suspension of work by the D&H, all the needed repairs in the mines and breakers, and on the roads were made. The *Carbondale Leader*, in its issue of January 29, 1876, took a positive stance regarding the 5-week D&H suspension, saying "We shall all get along well enough if we only put our shoulders to the wheel and work as usual."

After only two weeks of suspension, the miners employed in the Cold Brook mines (one-half of the mining population of Carbondale) were all set to work again on three-quarter time. The Lackawanna Breaker where the coal from these mines was prepared for market was the most northern one owned by the D. & H. C. Co., and the coal prepared there was shipped to market daily by the Jefferson Branch and Erie roads, and the Albany & Susquehanna Railroad to Albany and the north.

The five-week suspension ended on March 13, 1876, and by April 1, work was resumed (harmony restored) at most of the collieries of the Delaware & Hudson and Delaware, Lackawanna & Western companies.

Part 5 of *Harmony and Disharmony in the Anthracite Coal Fields* will appear in the January 2024 issue of the BLHS *Bulletin*.

\* \* \* \* \*

103. Material, from the D&H Corporate Minutes, on the sale of the D&H Canal reservoirs and on the repair of the Keen's Pond headwall:

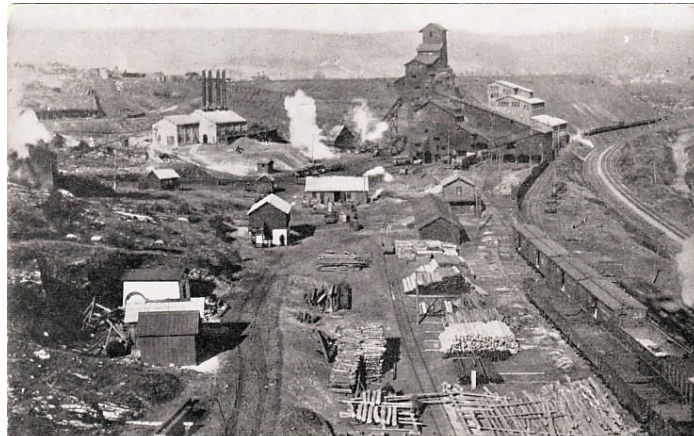
**Sale of D&H Canal Reservoirs in Pennsylvania:** Executive Committee Meeting, July 16, 1903: "The President reported as follows regarding an offer made to this Company to purchase the unsold\* Canal reservoirs in Pennsylvania. That one A. F. Searle, of Honesdale, had originally offered \$5,000 for the property. The General Agent of the Real Estate Department of this Company made a counter proposition of \$10,000, with the result that M. Searle's offer has now been raised to \$7,500 in cash. Since the Canal was discontinued, no use has been made of such property and it has been the practice to sell it whenever the opportunity occurred. It therefore seems desirable to accept Mr. Searle's offer.

"The following is a memorandum of the character of the property: **White Oak Reservoir:** area of flowage rights, 358 acres; area in fee, 1 acre; height of bulk head, 26 feet. **Swamp:** area of flowage rights, 55 acres; height of bulk head, 20 feet. **Long or Cramer:** area of flowage rights, 153 acres; height of bulk head, 20 feet. **Stevenson:** area in fee, 128 acres; height of bulk head, 22 feet. **Miller:** area of flowage rights, 97 acres; height of bulk head, 24 1/2 feet. **Belmont or Beaver Meadow:** 300 acres (about) in fee; height of bulk head, 25 feet. **Upper Woods:** area of flowage rights, 80 acres; no dam. **Lower Woods:** area of flowage rights, 96 acres; height of bulk head, 18 1/2 feet. Total acreage of flowage rights, 839 acres. Total acreage owned in fee, 429 acres. [\*The list of reservoirs given here is not to be seen as the complete list of D&H reservoirs in Pennsylvania. Some of the D&H Reservoirs in Pennsylvania were sold before this meeting of the Executive Committee.] / . . . Upon motion it was: Resolved that the sale of said property be and the same is authorized at the sum of \$7,500 in cash and that the officers are authorized to execute the necessary conveyances."

**Reconditioning Keene Pond Dam:** Executive Committee meeting, March 29, 1933: "President Loree in the Chair. **EXPENDITURES AUTHORIZED:** Miscellaneous Physical Property: D-5815: Keene – Reconditioning Keen Pond Dam to stop leakage in headwall, as requested by State Department of Forests and Waters, \$1,855.00."

104. Photo of the "first" Coal Brook Colliery: photo posted in the *Remembering the Delaware and Hudson Railroad Facebook* group by [www.caseyhistory.com](http://www.caseyhistory.com), October 19, 2023.

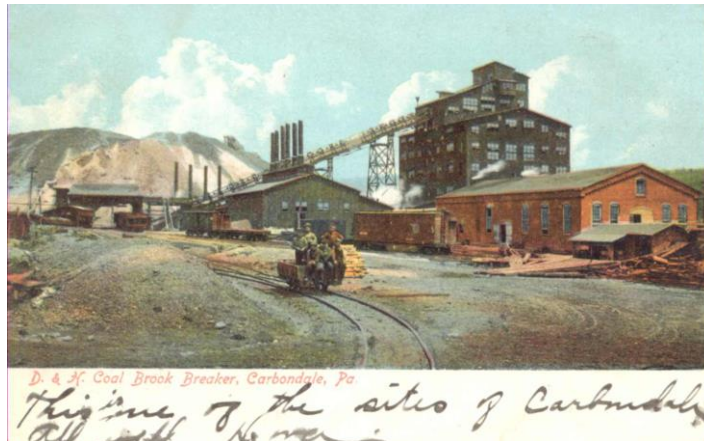
The Coal Brook Colliery was in the Carbondale D&H Yard.



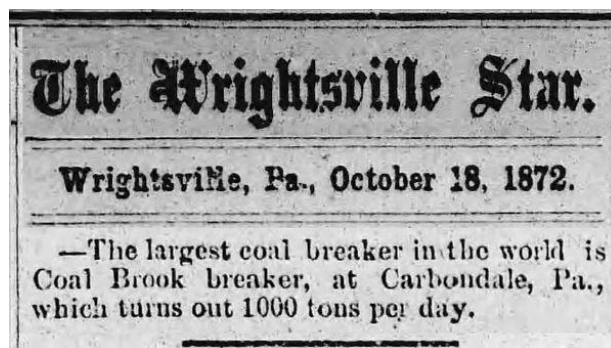
**Early Coal Brook Breaker and Yards, Carbondale, PA**

<http://www.caseyhistory.com/ui46.htm>

The “first” Coal Brook breaker



Shown here is the “second” Coal Brook Breaker; post card in the collection of the Carbondale Historical Society and Museum



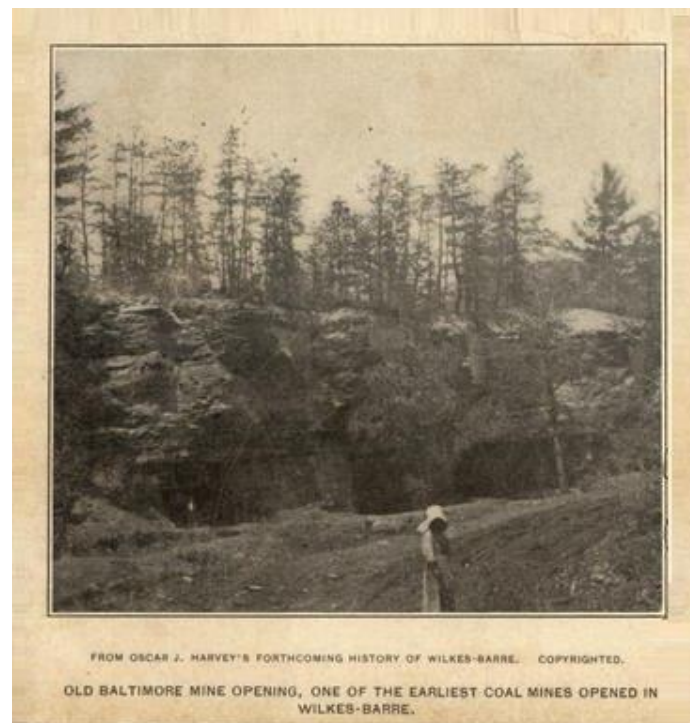
Newspaper clipping posted on [www.caseyhistory.com](http://www.caseyhistory.com)

See SRP’s D&H Breaker Volume XVIII; in 1872, the largest coal breaker in the world was the Lackawanna Breaker (see SRP’s Volume XVIII, pp. 241-253)



105. The photo of the “Old Baltimore Mine Opening” in Wilkes-Barre, and the map drawn by George Jones of the Lackawanna and Wyoming Valleys, circa 1830, shown below (No. 117) were posted on the *Remembering The Delaware & Hudson Railroad* group on Facebook, on October 21, 2023, by [www.duryeaPA.com](http://www.duryeaPA.com).

SRP: The Baltimore mines in Wilkes-Barre were leased by the D&H.



**"The Coal Trade for 1868.** / The review of the reports of coal mined and transported during the past year, by the leading companies of this section shows the operation of the Delaware & Hudson Canal Co. to have been by far the largest of any of the number. Indeed the amount of coal mined and forwarded by them [the D&H] is decidedly the largest ever produced by any company in this country in a single year [emphasis added]. By a statement given above it will be seen that the shipments for the year ending Dec. 10, 1868 were 1,840,681 tons of 2,240 pounds, or 2,061,563 tons of 2,000 pounds! Of this amount 3318,300 tons were mined in the Wyoming Valley from the Baltimore Coal & Union R. R. Companies mines of which, the Delaware & Hudson Co. are lessees. / The Delaware, Lackawanna & Western R. R. Company ranks second; their tonnage for the year ending, January 4, 1869 having been 1,728,785 net tons. / The amount mined and forwarded by the Pennsylvania Coal company for the year ending Dec. 12, 1868, was 911,836 tons of 2000 pounds. / The total production of these three companies during the past year, therefore reached 4,702,183 tons." (*Carbondale Advance*, Saturday, February 6, 1869, p. 3)

106. Aerial view of Carbondale, PA, showing Gravity Shops (center, far right) and the D&H Office Building. Photo in the collection of the Carbondale Historical Society.



D&H Gravity  
Shops and  
D&H Office  
Building  
(now a  
restaurant),  
Carbondale,  
PA

107. Plane No. 14 / Inventory Historic Resources 2023, by Scott Bennett.

Posted in the Remembering the Delaware & Hudson Railroad Facebook group on Sunday, October 22, 2023, was the following announcement + two photos of the site:

“We are pleased to report that D&H Gravity RR Plane No. 14 was recognized with a 2023 Historic Preservation Award by the Wayne County (PA) Historical Society on October 21, 2023. Our nonprofit 501(c)(3) Chapel of the Ruins mission statement includes the preservation and accessibility of this treasure of D&H history for the public to appreciate. We’re located 2 miles outside of Honesdale, PA and are open for tours by appointment. Drop me a private message if you’re interested & we’ll get it set up! If you’d like more info on the history of Gravity Plane No. 14 and details on what is available, here is a link to download a large (98MB) pdf of the Chapel of the Ruins Inventory of Historic Resources.”

Plane No. 14 Inventory Historic Resources 2023:



Inventory Historic  
Resources 2023 Oct.

**Carbondale Historical Society & Museum, Incorporated:** “Congratulations on receiving the Historic Preservation Award from the Wayne County Historical Society. The D&H Plane No. 14 / Chapel of the Ruins site is, without doubt, the premier location for learning about the D&H Gravity Railroad and the Honesdale Branch of the D&H Railroad.”

108. D&H Corporate Minutes, June 27, 1900: Noise abatement agreement between the United States Hotel and the Delaware and Hudson Railroad. Photo and text shown below presented on the *Remembering The Delaware & Hudson Railroad* group, October 22, 2023, by SRP



United States Hotel, Saratoga Springs, NY (stereograph card)

**RINGING BELLS AND BLOWING WHISTLES AT SARATOGA SPRINGS:** In the minutes of a meeting of the D&H Board of Directors on June 27, 1900, we read: "The President read a letter from Messrs. Gage and Perry, proprietors of the United States Hotel, Saratoga Springs, seeking an abatement of noise caused by ringing bells and blowing whistles of locomotives next their hotel, which, they claim, seriously threatens the prosperity of their establishment and offering to indemnify this Company for any loss during July and August from casualties caused by failure to ring bells and blow whistles, and to pay any additional expense to properly man certain crossings. Upon motion, duly seconded, this matter was referred to the officers, with power."



109. Underwood Colliery, *Facebook, Remembering The Delaware & Hudson Railroad group*, October 25, 2023. Posted by Underground Miners at the Brooks Mine, Scranton, PA:

anPowell



Underwood Breaker and Powerhouse

Construction of the Underwood Colliery served by the Erie Railroad began in 1912. The breaker was constructed from 1913 to 1914. The Colliery, located on the Throop-Olyphant border went into production April 28, 1914. At this time the boiler plant, No. 1 shaft engine house and other necessary buildings were completed. In 1915 a rock slope 7 feet tall by 15 feet wide on the southern end of the property was constructed to haul waste rock and slate out of the mine, up a tippie and to the rock bank. Also in 1915 a washhouse for employees and a store house were constructed of



steel and galvanized iron. The Pennsylvania Coal Co also built the Underwood Village at this time. Here lived most of the men and their families that worked at the mine. At the village was the mine bosses house, the company store, school and the hoist house and fan house for the No. 3 shaft.

The Colliery was equipped with two 14 foot steam powered Jeffery fans that turned 60 RPMs at the No. 2 and 3 shafts. This provided 80,000 cubic feet of air per minute to the working faces of the mine. At this time there were 207 men employed both inside the mine and at the colliery. In the Clark vein a motor barn of concrete and brick construction was built to facilitate repairs of mine cars and mine motors without the task of hauling them to the surface. In 1918, an office building was erected. It was for use by the Superintendent, Outside Foreman and Colliery Clerk. A Mine Foreman's office, Clerks office and Hospital were also constructed at the foot of the Rock Slope in the Clark Vein. A hospital and Mine Foreman's office was also constructed at the foot of the No. 3 shaft in the Pittston and Rock veins. The mine served the Following veins of coal. Rock vein (108) inches, Pittston (72 inches), Marcy (81 inches), Clark (84 inches), Dunmore No. 2 (52 inches), and No. 3 Dunmore (50 inches). Coal Mined from the near-by Eddy Tunnel was taken to the Underwood Colliery for processing. This mine served the Dunmore No. 2 and 3 veins of coal and opened in 1921.

The Underwood Colliery had an interesting list of ownership. The colliery was built by the Pennsylvania Coal Co. In 1930 The Colliery was sold to the Pittston Coal Co. Who sold it back to the PCC in 1938 who operated it until its final closing in 1953. In 1954 the breaker remained closed but the Village Slope Coal Co. took over operation of the Rock Slope using it to haul coal. The breaker would remain closed but its coal bins were used as retail pockets to hold the coal for shipping. The coal was transported by rail to the Pompey, Waddell and Moosic Mountain breakers for processing. Although Village Slope Coal operated the mine the PCC still performed maintenance on it. In 1963 when the Rock Slopes relatively small veins of coal were depleted to the point where it was no longer a cost effective operation, the mine was closed forever. There was considerable strip mining by the Can S and Turnpike Coal Co. on the west end of the property in 1965 and 66. The famous 200 foot tall smoke stack from the boiler house was demolished in 1993 despite huge support from the community to save it. The concrete breaker coal pockets and foundation, boiler house, door thickener and other smaller buildings have already met this fate. Never the less considerable remains of the colliery can still be seen, although are probably soon doomed by an ever closer growing industrial park. Foundations to the supply house, office, machine shop, sand house, courthouse, garage and rock slope engine house still remains. The manway entrance and rock slope entrance are still visible also. The DL&W, Erie, Eddy Tunnel narrow gauge bed and the road that ran through the colliery can still be traced through the woods and are frequented by off roaders and hunters.



**Powell family note:** Silas and Olivia (Reese) Powell lived at the Underwood Colliery and mines (in which Silas worked as an Electrical Engineer). Their son, Walter, was the father of S. Robert Powell.

110. Dedication of John Mitchell monument, Courthouse Square, Scranton. PA, May 30, 1924. October 29 is recognized as “John Mitchell Day” by the United Mine Workers of America.

111. Maintenance of Way Union ratifies agreement with CPKC’s Delaware & Hudson [CPKC: Canadian Pacific Kansas City Limited, doing business as CPKC, is a Class I railroad in North America that resulted from the merger of Canadian Pacific Railway and Kansas City Southern on April 14, 2023] (posted on *Facebook* on October 26, 2003, in *Remembering The Delaware & Hudson Railroad* group)



### **“Three-year deal includes annual raises, \$1,000 bonuses each year**

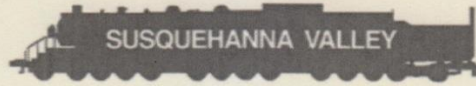
NOV. 1, Mich. — The Brotherhood of Maintenance of Way Employees Division recently ratified a new contract with the Delaware & Hudson Railway unit of CPKC, the union announced this week. The contract, retroactive to 2022, runs through 2024. It includes annual wage increases of 7%, 4%, and 4.5%; yearly bonuses of \$1,000; no reduction in medical benefits or change to cost sharing; and an additional paid day off per year. While the railroad was not a party to the National Carriers Conference Committee, which negotiated the most recent national contract determined through the recommendations of a Presidential Emergency Board, those recommendations did provide the framework for the contract agreement the union said.

“Members on the Delaware & Hudson will see substantial raises and other away-from-home improvements as a result of this contract,” American Rail System Federation General Chairman Johnny Long, who represents the MOW members on the D&H, said in a press release.

“Throughout the process we received great help and participation from the members on the property to negotiate and finalize this deal. I’m proud of the work that was put in to achieve these gains and thank everyone for their diligence and effort.”

112. “Susquehanna Valley Railway Historical Society Celebration of our 60th Anniversary [and] commemorating the Two-Hundredth Anniversary” of the Delaware & Hudson Company”, October 28, 2023:

S. Robert Powell and Breezy Bischak attended the day-time portion of this event.



**Susquehanna Valley Railway Historical Society**  
**Celebration of our 60th Anniversary**  
commemorating the  
**Two Hundredth Anniversary**  
of the  
**Delaware & Hudson Company**

**- AGENDA -**

- 08:00 - 08:40 Registration - Socializing - Morning light Brunch  
08:40 - 09:00 Welcome and Introduction : Robert Pastorkey / John Goodnough  
09:00 - 09:45 Ben Martin : *The D&H - A Look thru the Years*  
10:00 - 10:45 Robert Gongleski : *Along the Line of Lehigh Valley Railroad from New York to Niagara Falls - a postcard view*  
11:00 - 11:45 Don Jilson : *Delaware & Hudson on the Southern Tier West of Binghamton*  
12:00 - 12:45 Lunch Buffet / Socializing  
12:45 - 01:30 Roundtable Discussion Session - *Interview with Carl Belke, President of D&H 1988-1991, but he worked for the D&H in various management roles from 1973 to 1977 and again from 1980 to 1994 - hosted by Rudy Garbely*  
02:00 - 02:45 Charlie Newton : *Along the Bridge Line*  
03:00 - 03:45 Tom Nemeth : *Erie - Lackawanna Delaware Division - Port Jervis to Binghamton*  
04:00 - 04:45 Kermit Geary, Jr. : *2022 - A Hot Steamy Year Railroading!*  
05:00 - 09:00 Evening Banquet : Registration | Evening Banquet w/Buffer at 6:00 pm | Program

\* Additional Daytime Events include: Exhibits - Vendor Sales - and more.

**EVENING BANQUET**

John Goodnough  
President

Susquehanna Valley Railway Historical Society

Robert Pastorkey  
Toastmaster

Guest Speaker

Rudy Garbely - The Garbely Publishing Company  
*From Concept to Bookshelf: The History of the Delaware & Hudson,  
from Research to Publication*





**The Susquehanna Valley Railway Historical Society  
Celebration of our 60th Anniversary**

commemorating the  
**The Two Hundredth Anniversary**  
of the  
**Delaware & Hudson Company**

Saturday, October 28, 2023  
American Legion Post 1645, 177 Robinson Street, Binghamton, NY 13904

**Event Lineup**

**Daytime** 8 a.m. - 5 p.m.

**Program Presenters / 45-minute Presentations**

- \* Sam Botts: *Along the Bridge Line*
- \* Kermit Geary, Jr.: *2022 - A Hot Steamy Year Railroading!*
- \* Robert Gongleski: *Along the Line of Lehigh Valley Railroad from New York to Niagara Falls - a post card view*
- \* Don Jilson: *Delaware & Hudson on the Southern Tier West of Binghamton*
- \* Tom Nemeth: *Erie - Lackawanna Delaware Division - Port Jervis to Binghamton*
- \* Roundtable Panel Discussion Session with Former Railroad Employees

**Additional Daytime Highlights**

- \* Exhibitors
- \* Vendors
- \* Buffet Luncheon w/Cash Bar

**Evening Buffet Banquet** 5 p.m. - 9 p.m.

- \* Social Hour w/Cash Bar
- \* Buffet Dinner
- \* Special Guest Speaker: Rudy Garbely - The Garbely Publishing Company: *From Concept to Bookshelf: The History of the Delaware & Hudson, from Research to Publication*

For more details and Guest Registration please email to: [svrhsarchives@yahoo.com](mailto:svrhsarchives@yahoo.com)

Please visit our web site: <http://trainweb.org/SVRHS/>

Facebook page: <https://www.facebook.com/people/Susquehanna-Valley-Railway-Historical-Society/100064763796405/>



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**Re: SVRHS Event Paid Confirmation:**

Received from: Powell, S. Robert

Date: 09/18/2023

Daytime Event Only: \$35.00

Evening Event Only: \$

All Event: \$

Vendor Tables: Qty: : \$

Total Paid: \$35.00

Paid by: Cash:  
Check No.: 2082  
Money Order:

Received by: Bob Pastorkey-Event Chairman

Thank you for your registration.

*I met Bruzy  
Bischak at his  
house in Simpson  
at 7:30 A.M. &  
he drove up to  
Binghamton,  
which made  
the trip  
effortless for  
me.*

Carl Belke interview by Rudy Garbely, October 28, 2023, Binghamton, NY:

The interview: <https://youtu.be/L1c2ePddEcc?si=CUATjI8I7yHg9RFJ>



Interview: Carl Belke, left, and Rudy Garbely (right)

**Michael Eggleston:** “I missed the first few minutes, but most of the interview is intact. Mr. Belke, a long-time employee of the D&H and perhaps its last President, spoke candidly about the troubles the D&H had throughout the final years and his relationships with Carl Sterzing. Mr. Belke served on the Rock Island Railroad and as Chief Operating Officer on the WPNY (Western New York and Pennsylvania Railroad).”

113. In the photo shown below, the monument marking the location of the first deep underground anthracite shaft mine in America is shown at that mine site (a short distance west of the D&H Seventh Avenue crossing in Carbondale, PA). This photograph, formerly in the collection of Bob Vandenberg, Carbondale, was given to the Carbondale Historical Society by Bob Vandenberg.



In June, 1831, under the direction of Archibald F. law, the first D&H mining engineer, the D&H opened in Carbondale the first deep underground anthracite shaft mine in America. That mine was located just west of the D&H Seventh Avenue crossing in Carbondale. In this photo, taken in 1961, looking west, to the right of the roadway, stands the D&H mine monument in its original location (on the site of that first shaft mine).



Text on the plaque on the monument in Carbondale on the site of the first deep underground anthracite shaft mine in America.

The  
D&H  
The First  
Underground Anthracite  
Mine Opened Here  
June 1831.  
By Archbald Law  
First Mining Engineer  
of  
The Delaware and Hudson  
Canal Company  
John Wurtz, Pres.  
John P. Williams, Treas.  
Officers of  
The Delaware and Hudson  
Company 1901.  
Robt. M. Olyphant, Pres.  
F. M. Olyphant, Secty.  
C. A. Walker, Treas.  
C. C. Rose, Supt. Coal Dept.  
Erected 1901  
The Fiftieth Anniversary  
of the  
City of Carbondale.

114. Photo posted on *Facebook* by Dave Deyo on November 7, 2023 titled "D&H Baldwin Sharks drag a welded rail train past the old Thompson PA Erie passenger station on its way down the grade to Starrucca and on to Nineveh Jct."



**Suzanne Kilcullen:** "This was the only time sharks operated on the Penn Division."

115. Loree Colliery photo and text, posted on November 17, 2023, by Underground Miners on Facebook in the *Remembering The Delaware & Hudson Railroad* group



Loree Colliery

The Delaware and Hudson Canal Company was operating mines in the Plymouth and Larksville area as early as 1870 and by 1876 there were five separate mines and breakers. The No. 1 was located near the present site of the Shawnee Concrete on Route 11, the No.2 near the back entrance to the concrete plant on Church Street, the No. 3 on Church Street near the school bus parking lot, the No. 4 at the bottom of Poke Hollow Hill on State and Brown Street, and the original No. 5 near the intersection of Washington Avenue and Vine Street. The Boston Colliery was initially ran by the Delaware, Lackawanna and Western Railroad but came under control of the D&H in 1880. The mine shaft was located on State Street near the Middlesworth Potato Chip building and the Larksville Borough Building. The first breaker was located on Boston Hill at Route 11 next to Schups Cemetery and the second breaker was built closer to the mine shaft.

Several of these dry preparation, wooden breakers were destroyed by fire during the late 19th century and early 20th and in 1895, the old No. 5 was abandoned and a new shaft sank. A new breaker was built just off of Nesbitt Street. In 1915 this breaker was remodeled to accommodate wet preparation techniques and shortly after began receiving coal from the all D&H mines in Larksville and Plymouth. This represents the complete centralization of D&H mines in the area.

On January 22, 1919, the No. 5 breaker was completely destroyed by fire. At the time the breaker was running full, preparing 4,000 tons per day and the company was faced with the problem of transporting coal from the colliery to another breaker since there were no others located near the No. 5. The decision was made immediately to build a new steel and concrete structure on the same site and the contract was awarded to Bethlehem Fabricators, Inc. The construction process faced numerous problems including removal of the old, still smoldering structure, freezing temperatures, and quicksand-like ground. Despite these problems, the new breaker was completed ahead of schedule in a record-breaking 130 days. It was completely electrical and began operation on June 22, 1919, cleaning 6,000 tons per day. It was renamed the Loree after L.F. Loree, president of the D&H Railroad.

In 1921 the breaker produced 1,590,201 tons of anthracite and in 1926 there were just over 3,000 employees at the colliery. Production declined in the coming decades and the breaker closed in the 1960s. It was used as a fine coal recovery plant in the 1970s by Heavy Media Inc. and was eventually torn down in the fall of 1993. Some rumors indicate that the steel remnants of the building frame were purchased and used by the buyer in the construction of a contemporary structure. The old culm and rock banks at the site are currently being reclaimed. Part of the power plant remains next to the where the breaker once stood. The No. 2 mine shaft is visible from Church Street above Shawnee Concrete. The Dorr Thickeners remain at the bottom of Nesbitt Street and stretches of railroad track lie beneath the dirt visible only when rain washes away their cover.

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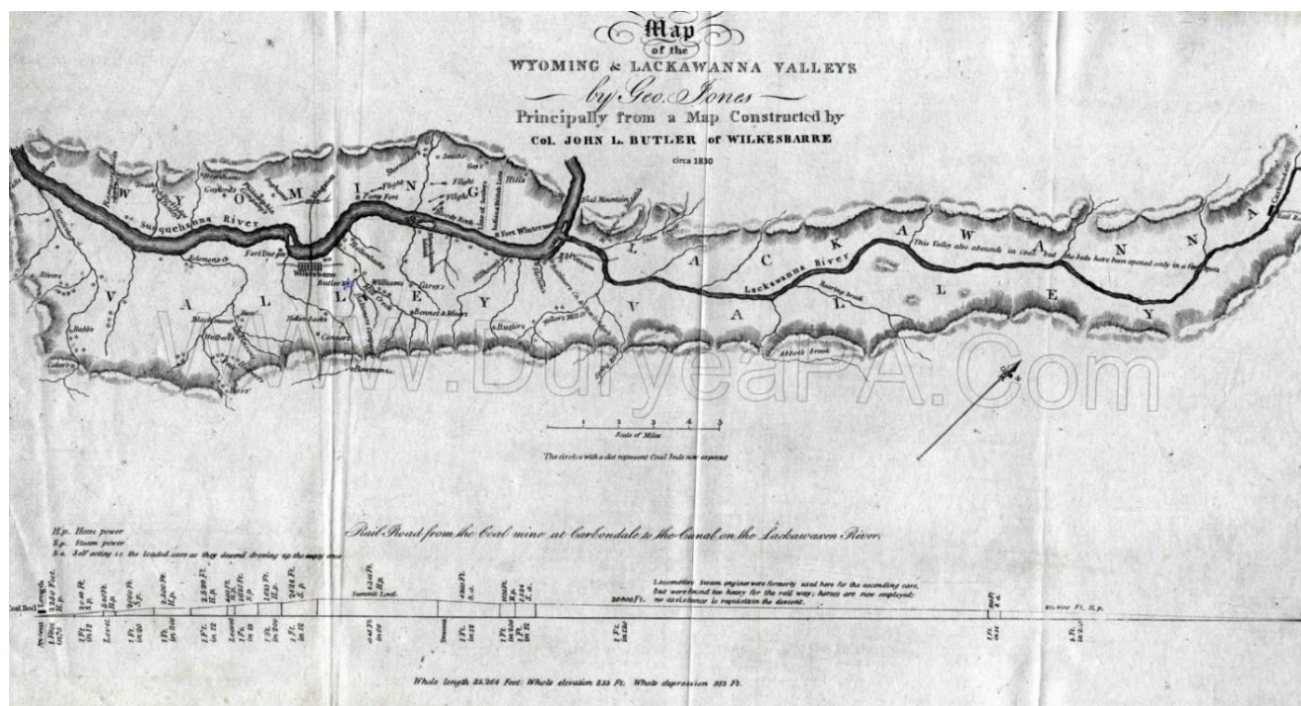
116. D&H name changes over the years, and presidents of the D&H; data presented in the October 28, 2023 Susquehanna Valley Railway Historical Society program booklet



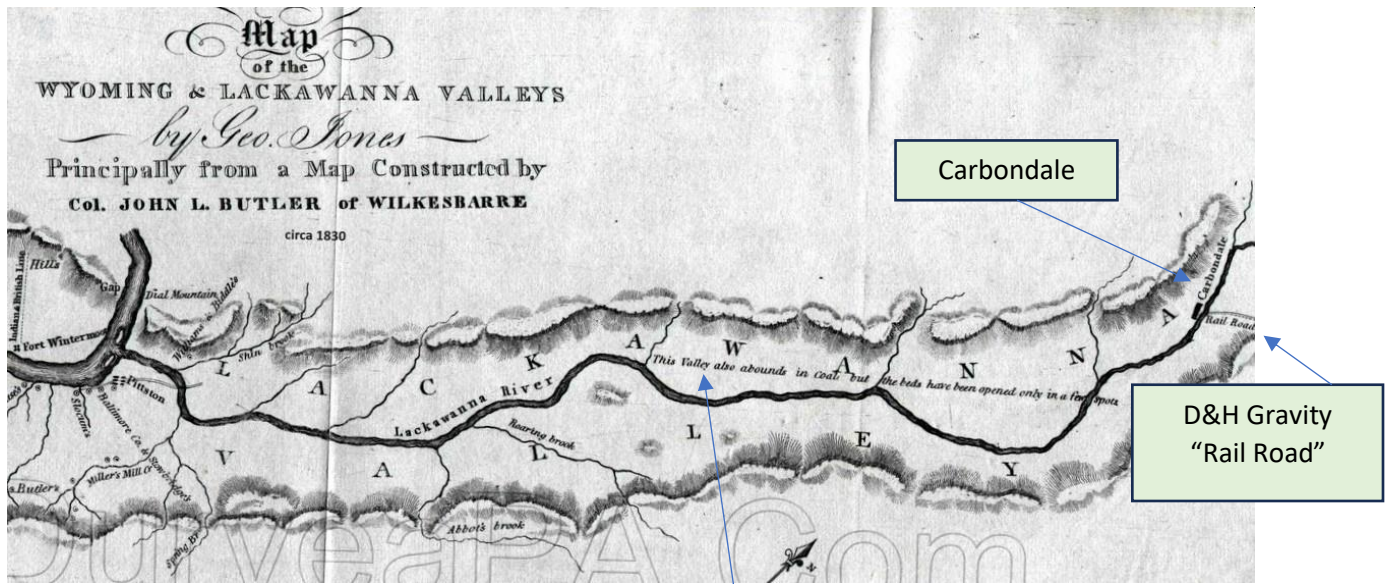
The D&H, 1823 - 2023	
The President, Managers and Company of the Delaware and Hudson Canal Company 1823 - 1899	
The Delaware and Hudson Company 1899 - 1930	
Delaware and Hudson Railroad Corporation 1930 - 1968	
Delaware and Hudson Railway Company 1968 - 1991	
Delaware and Hudson Railway 1991 - Present	
D&H Presidents	
Philip Hone	1825-1826
John Bolton	1826-1831
John Wurts	1831-1858
George Talbot Olyphant	1858-1869
Thomas Dickson	1869-1884
Robert M. Olyphant	1884-1903
David Wilcox	1903-1907
Leonor F. Loree	1907-1938
Joseph H. Nuelle	1938-1954
William White	1954-1967
John P. Hiltz, Jr.	1967
Frederick C. "Buck" Dumaine, Jr.	1967-1968
Frank Wells McCabe	1968
John P. "Jack" Fishwick	1968-1970
Gregory W. Maxwell	1970-1972
Carl Bruce Sterzing, Jr.	1972-1977
Selig Altschul	1977
Charles E. Bertrand	1977-1978
Kent P. Shoemaker	1978-1981
Charles R. McKenna	1981-1986
Carl P. Belke	1988-1991
*No president listed between 1986 & 1988, and post-1991 D&H Corp. (CP Rail subsidiary)	

117. Detail of *a Map of the Wyoming and Lackawanna Valleys* by Col. John L. Butler of Wilkesbarre, circa 1830, which was reprinted/republished at a later date by George Jones (who, in all probability, has added additional data to Butler's original map).

Printed on the map is the following title: "Map of the WYOMING & LACKAWANNA VALLEYS by Geo. Jones Principally from a Map Constructed by Col. JOHN L. BUTLER of WILKESBARRE circa 1830."

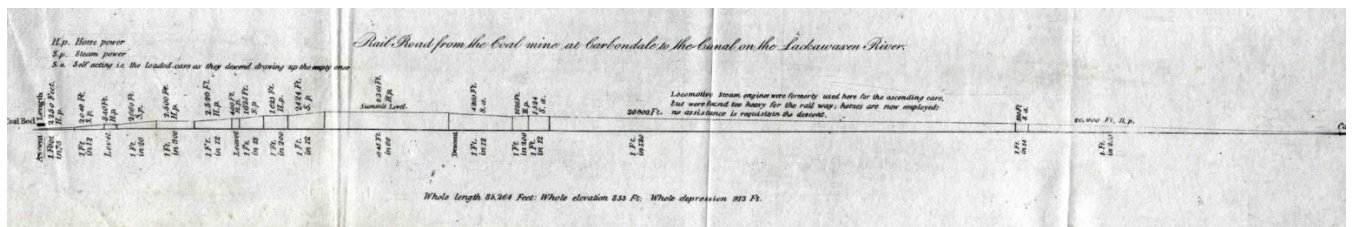


This map, drawn circa 1830, may well be the first map on which is shown the Delaware and Hudson Gravity Railroad:

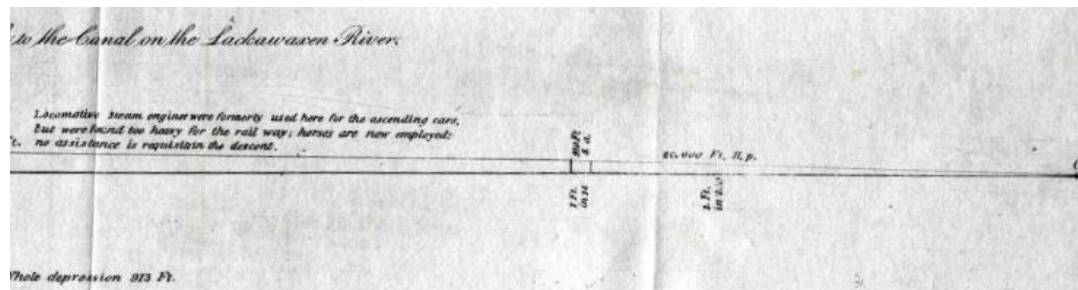
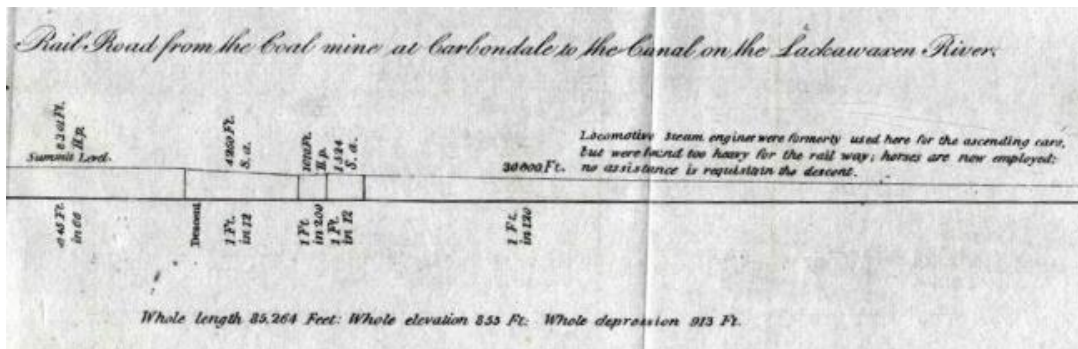
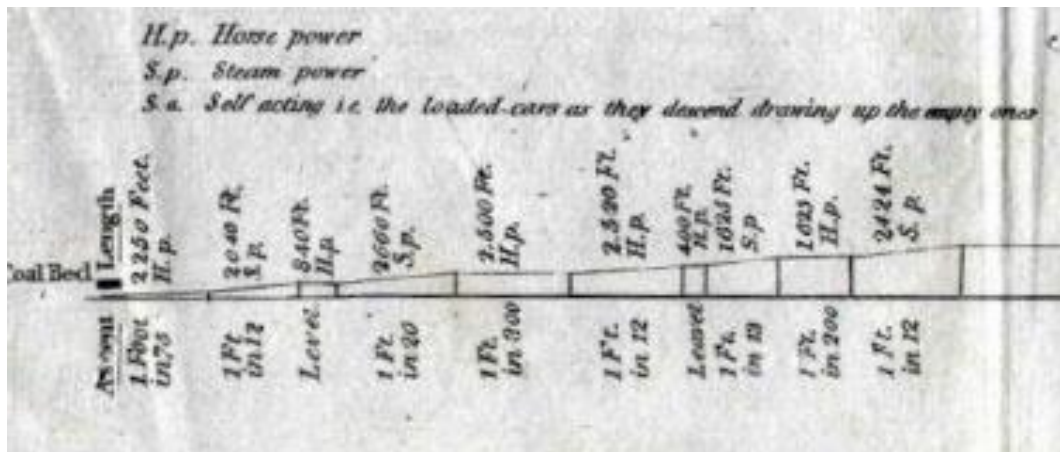


Presented below the map of the Wyoming and Lackawanna Valleys shown above is “elevation schematic” titled: “Rail Road from the Coal mine at Carbondale to the Canal on the Lackawaxen River”. Here are three details of that schematic of the 1829 configuration of the D&H Gravity Railroad:

“Rail Road from the Coal mine at Carbondale to the Canal on the Lackawaxen River”

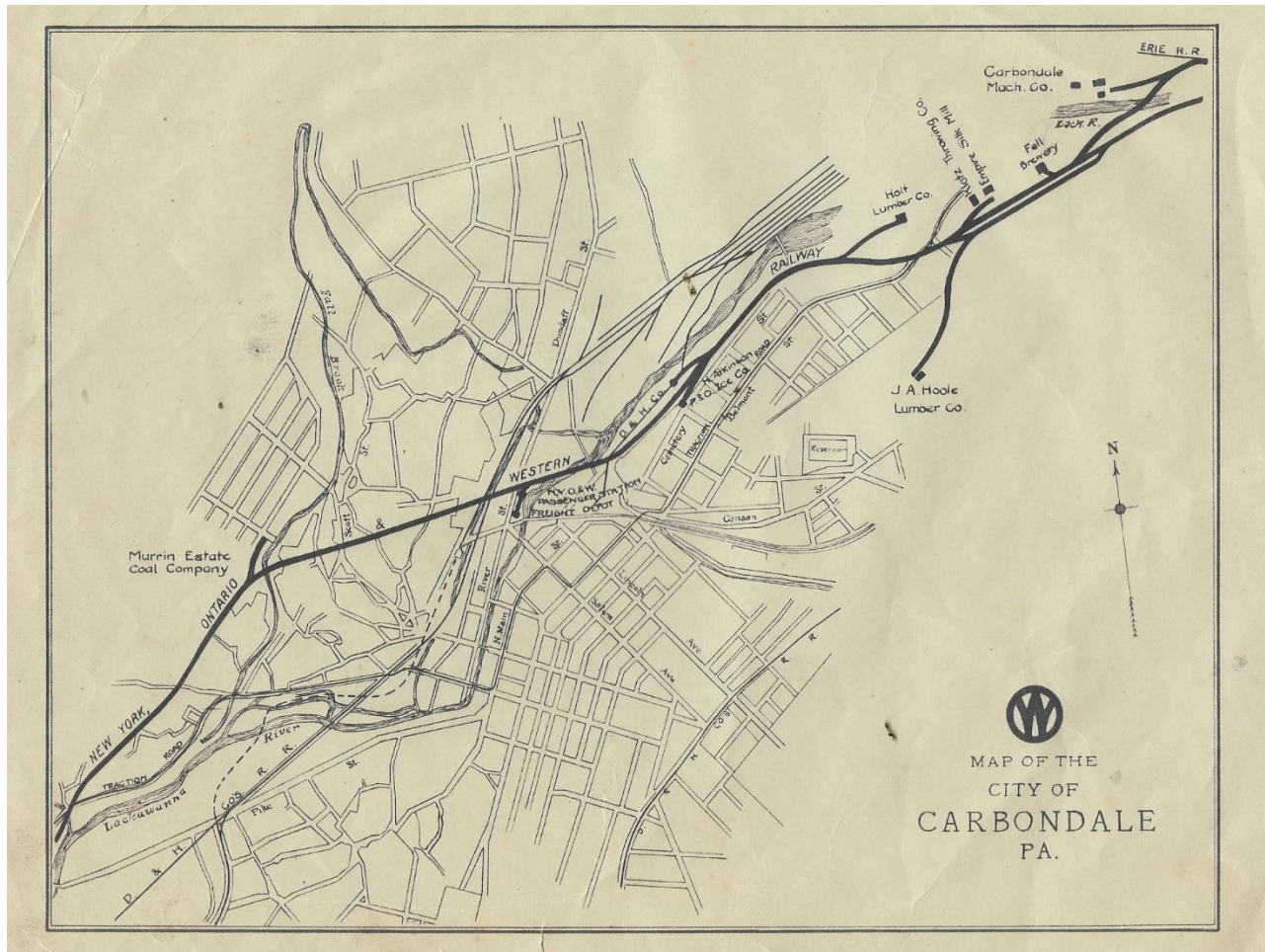








118. NYO&W through Carbondale, map from Walter Kierzkowski, 11-25-23:



119. Anthracite Coal National Park, November 25, 2001. The Cipkos write "The Life of a Coal Miner with Papers", *Remembering The Delaware & Hudson Railroad*, group on Facebook, November 29, 2023

## "The Life of a Coal Miner With Papers"

By Daniel and Ralph Cipko



Ralph Cipko



Daniel Cipko

First you are a breaker boy. Breaker boys sometimes might be 10 or 11 years old. Your parents would say that you are at least 14 so that they could sign you up as a breaker boy to earn money. The breaker boys would have to pick out the slate from the coal. The breaker boys chewed chewing tobacco and wore handkerchiefs over their mouths

and noses so the smoke and dust wouldn't bother them. If the breaker boys fell asleep, the bosses, with a big hard stick, would poke them. Everything was connected like dominoes, the breaker boys would pull out the slate, and the coal would then be made into steel. After you were a breaker boy, you would become a door boy. A door boy had to make sure that the mine door was shut. They would only open it if a cart were coming down. The door boys also had to stop a cart by pulling a piece of wood into the axle of the cart. After you were a door boy, you would become a mule boy. Mule boys had to control the mules. The mules pulled the carts carrying the coal. After you served as a mule boy, you



became a coal miner. A coal miner dug in the different tunnels in the mine to get the coal. Before digging in a wall, you would use a metal pole to bang against the wall of the mine to see if it was hollow or solid. If it was solid that was good because it meant you could start digging. If it were hollow you would not want to dig there because it collapsed the wall and mine. After you were a coal miner you became the highest rank. You became a "coal miner with papers." Before you could become this, you had to pass an exam. When you were a coal miner with papers you got to blow up dynamite against the wall. Before blowing up the dynamite you would shout, "Fire in the hole! Fire in the hole! Fire in the hole!"

You shouted this three times to warn your buddies to get the heck out of the mine. During the day a big bell would ring three times. One bell meant to get started on your work. The second bell meant that a person had died today in the mine. The third bell meant that the work was over for the day and you could go home.

